State Route 32 Widening Project:

State Route 99 to Yosemite Drive
City of Chico, Butte County, California

Final Environmental Impact Report

Post Miles 10.1 to 12.7
03-But-32, EA 03-1E4901
SCH# 2007022045

May 2010

CITY OF CHICO
INC. 1872

Final Environmental Impact Report
State Route 32 Widening Project:
State Route 99 to Yosemite Drive

SCH #2007022045

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Contents

Tables and Figures

Acronyms and Abbreviations

BCAG	Butte County Association of Governments
BEC	Butte Environmental Council
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
City	City of Chico
County	Butte County
CRZ	Clear Recovery Zone
EIR	environmental impact report
ETW	edge of traveled way
HDM	Highway Design Manual
kV	kilovolt
MBGR	metal beam guardrailing
mph	miles per hour
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
OGAC	open-graded asphalt concrete
SR	State Route
SWPPP	Stormwater Pollution Prevention Plan

Chapter 1
Introduction

This final environmental impact report (EIR) for the State Route (SR) 32 widening project between SR 99 and Yosemite Avenue in the City of Chico has been prepared by the City of Chico (City) in accordance with the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations, Section 14000 et seq.).

Section 15132 of the CEQA Guidelines requires that a final EIR consist of the following:

- draft EIR or revision to the draft EIR;
- comments and recommendations received on the draft EIR, either verbatim or in summary;
- a list of persons, organizations, and public agencies commenting on the draft EIR;
- the responses of the lead agency to significant environmental concerns raised in the review and consultation process; and
- any other information added by the lead agency.

Organization of the Final Environmental Impact Report

This final EIR comprises four chapters:

- **Chapter 1** describes the purpose of the report, outlines the organization of the report, and summarizes the public review process.
- **Chapter 2** contains the project description for the project. This description is the same one that appeared in the draft EIR except that the text has been revised in response to comments received during the 45-day draft EIR public review period between February 25, 2010 and April 12, 2010. Added text is underlined, and omitted text is struck out.
- **Chapter 3** contains the two summary tables from the draft EIR. Table S-1 summarizes the environmental impacts associated with the proposed project and the proposed mitigation measures described in the project's 2007 Initial Study for all environmental topics with the exception of noise, air quality, biological resources, and visual resources. Table S-2 summarizes the

project's impacts and mitigation measures for noise, air quality, biological resources, and visual resources. These tables are the same ones that appeared in the draft EIR except that the impacts and mitigation measures from the initial study have been numbered in Table S-1 to facilitate easy identification of them in the decision document for this project (Findings of Fact). The impact and mitigation measure numbers are underlined to indicate added text. No other changes to the project impacts and mitigation measures were needed to respond to comments received during the draft EIR public review period.

- **Chapter 4** contains a copy of all written comments received on the draft EIR during the draft EIR review period. The City has reviewed each comment and prepared a response to each comment related to the adequacy of the draft EIR. CEQA requires that the lead agency respond to all environmental comments at a level of detail appropriate to the comment (State CEQA Guidelines Section 15088). Comments that do not directly relate to the adequacy of the draft EIR have not been given specific responses.
- **Chapter 5** contains the project's mitigation monitoring program. This program is the same one that appeared in the draft EIR except that the mitigation measures from the initial study have been numbered to correspond with the numbers used in Table S-1. No other changes to the project mitigation measures were needed to respond to comments received during the draft EIR public review period.

Public Review Process

As noted above, the draft EIR for this project was circulated for a 45-day draft EIR public review period between February 25, 2010 and April 12, 2010. This report contains written responses to all comments received.

Copies of the draft EIR and this report were made available for review at the following locations:

- City of Chico Capital Project Services Department, 411 Main Street; Chico, CA 95927
- Butte County Library, Chico Branch; 1108 Sherman Avenue; Chico, CA 95926

The draft EIR and this report were available for downloading from the City's website at http://www.chico.ca.us/

A notice that the draft EIR was available for review was advertised in the Chico Enterprise Record on February 25, 2010. Notices of availability of the draft EIR were also mailed to the State Clearinghouse, responsible agencies, owners and occupants of properties located within 500 feet of the project, interested parties, and the Butte County Clerk.

A project update in the form of a display ad informing the public of the July 6, 2010 City Council meeting to consider certifying the EIR and approving the project will be published in the Chico Enterprise Record on May 25, 2010 and June 24, 2010 and in the Chico News and Review on May 27, 2010 and June 24, 2010. A copy of this ad will also be mailed directly to the representatives of the public agencies that commented on the draft EIR during the 45-day public review period. The responses to comments received from public agencies during the draft EIR public review period were mailed directly to the representatives of the commenting public agencies on May 19, 2010.

Chapter 2
Project Description

The project description has been modified based on comments received during the draft EIR public review period. These modifications are described in this chapter as added text (underlined) and omitted text (struck out). Figures 2-3a and 2-5a have also been modified to reflect changes to the project description. Minor revisions have also been made to correct text, as needed.

Project Location

The proposed project is located on SR 32 between SR 99 to the west and Yosemite Drive to the east in the City of Chico, Butte County (Figures 2-1 and 2-2). SR 32 crosses SR 99 and is a two- to four-lane, east-west highway providing connections between Interstate 5 to the west and Chico and rural communities to the north and east of Chico.

Through the project area, SR 32 transitions from west to east as a one-way city couplet (East 8th Street and East 9th Street) to a four-lane state highway to a two-lane state highway west of Forest Avenue and extending past Yosemite Drive. Caltrans' Transportation Concept Report for SR 32 (March 1997) identifies the ultimate facility within the project limits as a four-lane controlled access expressway (Segments 10, 11, and 12 from Fir Street to Yosemite Drive).

Project Area Description

SR 32 in the project area serves primarily local traffic associated with development north and south along the project corridor. Caltrans maintains access control along SR 32, prohibits breaks in access, and requires all development to use existing intersections. There are five intersections along the project corridor: Fir Street, Forest Avenue, El Monte Avenue, Bruce Road, and Yosemite Drive. In addition, there are four signalized ramp intersections associated with the SR 99 interchange.

Land uses along the project corridor vary from offices and businesses near SR 99 to offices and residences farther east. Land between SR 99 and El Monte Avenue is generally developed, primarily with residential uses on the north and office, commercial, and residential uses on the south. Two park-and-ride lots are located between the eastbound and westbound lanes on both sides of Fir Street. Dead

Horse Slough crosses under SR 32 just east of Forest Avenue. There are a few undeveloped parcels along this section; however, most of this area is developed. All of the development backs up to SR 32, with backyard fences and landscaping separating the development from the highway.

Land between El Monte Avenue and Yosemite Drive along the project corridor is generally undeveloped, with the exception of an office and residential development located on the north side of SR 32 between Bruce Road and Yosemite Drive and recent building activity on the south side of SR 32 east of El Monte Avenue. The undeveloped land is characterized by an almost flat topography with nonnative annual grassland, isolated wetlands, and vernal pools. The South Fork Dead Horse Slough crosses under SR 32 in a culvert just east of Bruce Road. Hank Marsh Junior High School is located just south of SR 32 at the intersection of Humboldt Road and El Monte Avenue. The Humboldt Road Burn Dump is located east of Bruce Road and south of SR 32.

The existing drainage along SR 32 consists of roadside ditches that generally parallel the road and convey flow to Dead Horse Slough and the South Fork Dead Horse Slough on the east end and drain to a formal storm drain system on the west end that ties to Little Chico Creek.

There are several utilities that cross SR 32 in the project area, including water and wastewater pipes, electrical lines, and a Western Area Power Administration 230-kilovolt (kV) transmission line just east of the Yosemite Drive intersection; however, there are no known utilities that parallel the facility.

There are no pedestrian or bicycle facilities existing or proposed along SR 32. Pedestrian and bicycle facilities exist on the parallel roads north and south of SR 32.

Project Purpose and Need

Project Purpose

The purpose of the proposed project is to provide additional capacity needed to accommodate approved and planned development on and near the SR 32 corridor between SR 99 and Yosemite Drive. The widening of SR 32 is consistent with the City's general plan and reflects the current Caltrans' transportation concept report.

Project Need

The project is needed because local growth in the area is anticipated to increase traffic beyond current capacity on SR 32, resulting in congestion. There are existing operational and safety concerns at the SR 99/SR 32 interchange that can be expected to worsen if the intersections of the two state highway facilities are

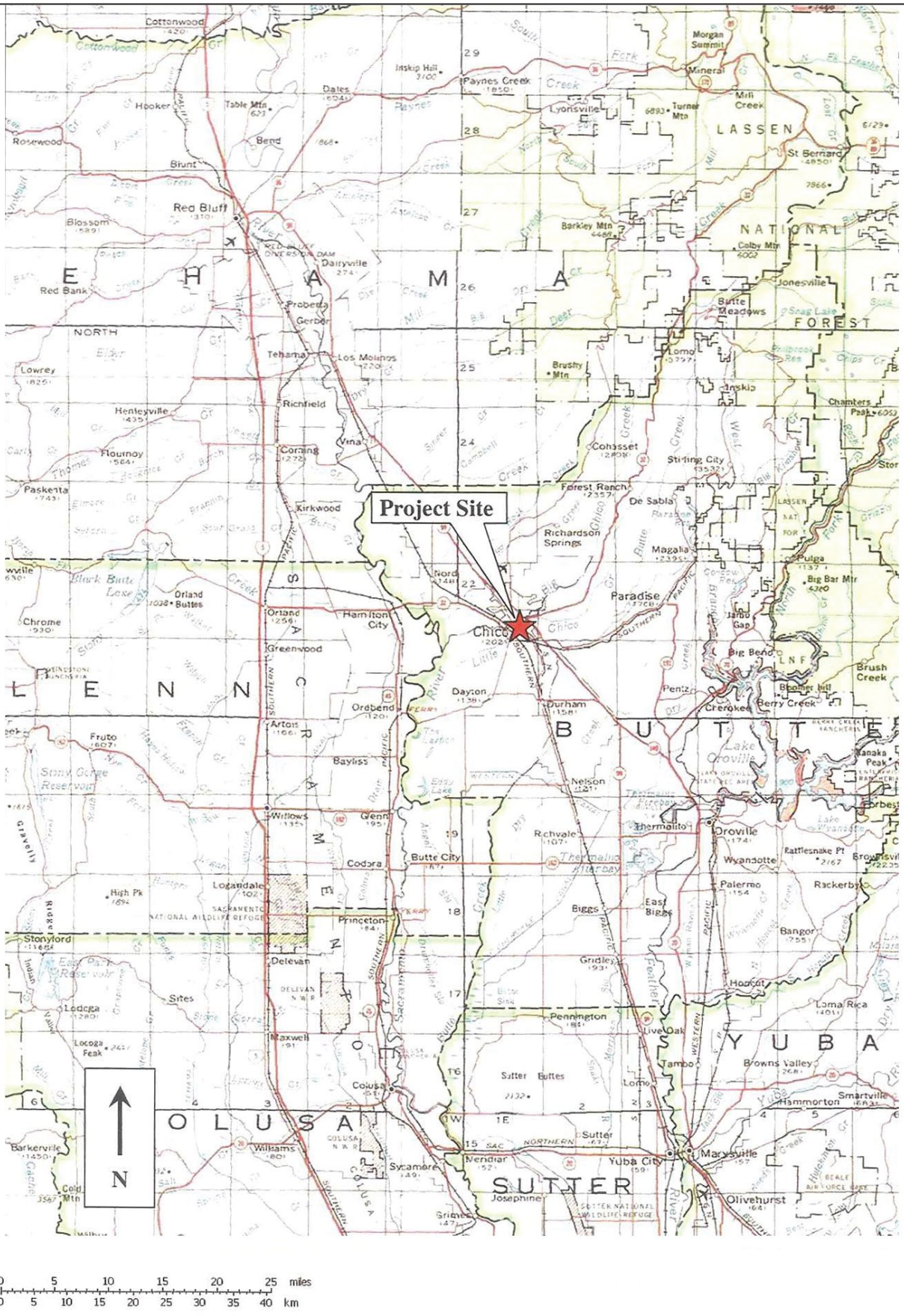

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Figure 2-1
Regional Location

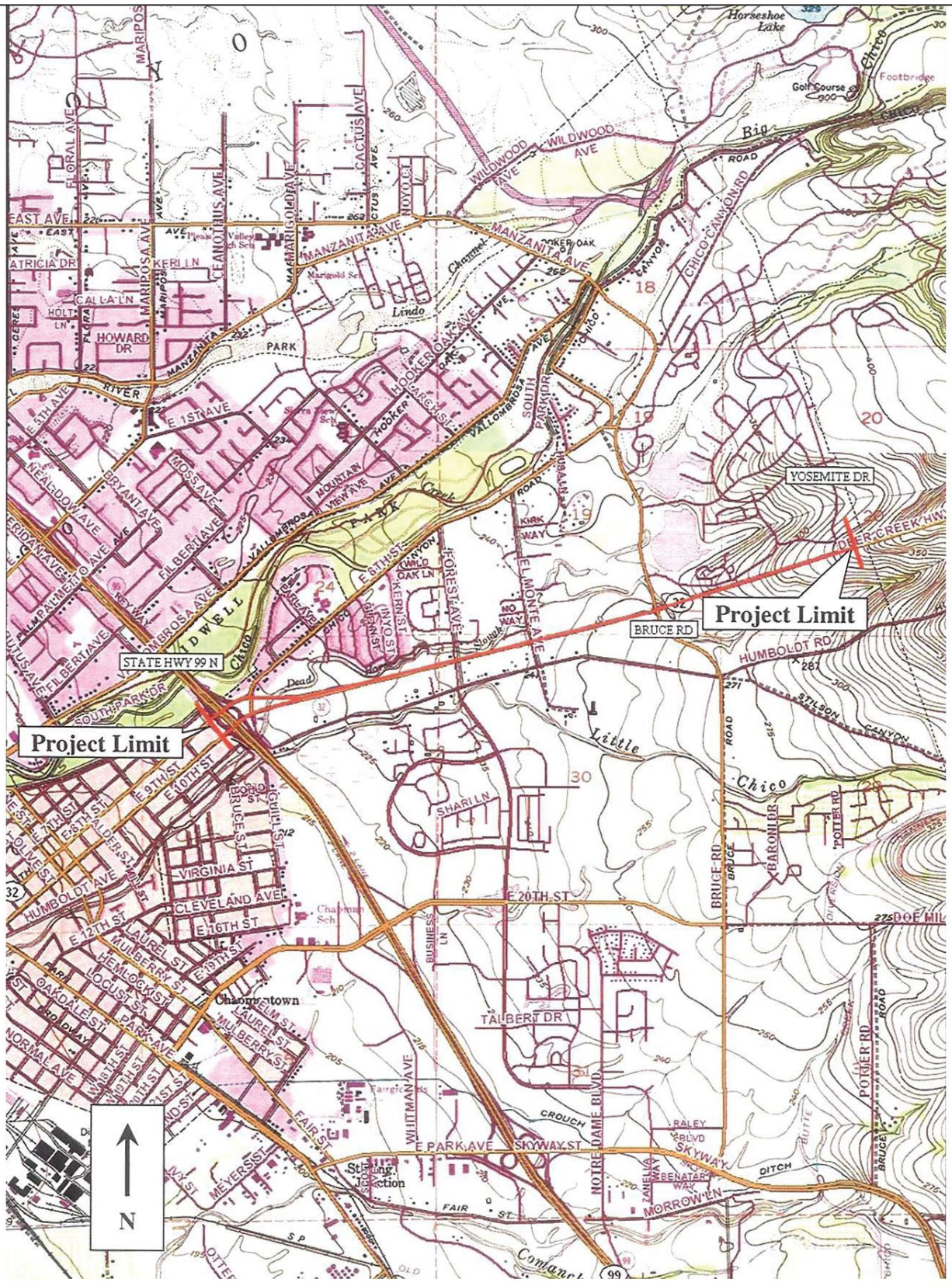

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Figure 2-2
Project Location

not improved. The intersection improvements will also help maintain and improve connectivity between the neighborhoods north and south of SR 32.

Without the proposed project, the congestion and safety issues will increase and substantially degrade the operations of SR 32 and SR 99 in the project area.

Project Background

The City has implemented an extensive public outreach effort for this project. The following public workshops and focused meetings were held:

- A public workshop was held on March 9, 2006.
- A focused meeting with the Sierra Sunrise Village residents was held on October 17, 2006.
- In February 2007, the City prepared an IS and determined that the project may result in a significant effect on the environment in the areas of aesthetics and noise. Therefore, the City decided to prepare an EIR for the project. A Notice of Preparation (NOP) to prepare an EIR was issued by the City on February 7, 2007. The NOP was circulated with a copy of the project's IS (see Appendix A for a copy of the IS).
- A second public workshop, attended by the Butte Environmental Council (BEC), New Urban Builders, and other interested members of the public, was held on February 27, 2007. The discussions at this meeting focused on these groups' desire to provide improvements, such as raised medians, curbs, sidewalks, bicycle paths, and landscaping, within the project corridor to slow overall traffic speeds. The location and the design of the proposed soundwall were also discussed at this meeting.
- A focused meeting was held on August 12, 2008 to obtain input from BEC and New Urban Builders to obtain input on the location, design, and height of the proposed sound barriers.
- A third public workshop was held on December 10, 2008 to obtain input on the location, design, and height of the proposed sound barriers from residents that live directly adjacent to SR 32.
- A fourth public workshop was held on February 24, 2009 for interested members of the public to discuss changes that had been made to the proposed project, including the proposed sound barrier options, to address public input received to date.

At each of these workshops and meetings, individuals were encouraged to submit verbal and written comments about the project and issues of concern. The written comments received at each of the workshops are contained in Appendix B. The NOP comments are also included in Appendix B. These comments were considered by the City in designing the project evaluated in this report. In general, the issues identified at these workshops included the following (in no particular order):

- Increased noise levels
- Tree and vegetation removal
- Specific traffic improvements
- Bicycle path
- Pedestrian traffic crossing the state highway
- Need for sound walls, including their location, height, and aesthetic treatment, to provide noise reduction and increased safety
- Increased water runoff and possible flooding
- Speed limits
- Importance of the project to Chico
- Aesthetics of the project as it relates to landscaping, a median, roadway designs, and right turns
- Coordinating the signals to encourage slower speeds
- Using sound-dampening asphalt
- Safety for pedestrians and bicyclists crossing SR 32
- Provide landscaped median and retain and/or plant native vegetation along the sides of the road
- Implement traffic-calming measures, such as raised curbs and landscaped medians, to slow traffic and improve safety on SR 32
- Increased speed associated with the project due to additional lanes will impact safety
- Cost per residence for the sound walls
- Leave as much vegetation as possible between the sound walls and the residences
- Air quality mitigation needed during construction and operation
- Need to reduce speed limits to allow the construction of curbs and landscaping
- Synchronize the lights
- Design the project to be similar to the “Avenues” section of Esplanade
- Construct sound-absorbing walls on raised berms to reduce tire noise
- Plant riparian trees where the road crosses riparian areas
- Design the roadside vegetation to integrate into the natural landscape
- Incorporate wildlife crossings, as needed, for frogs, turtles, snakes, etc.
- Design the South Fork Dead Horse Slough culvert to allow wildlife passage
- Treat and mitigate urban runoff by using best management practices

- Provide bike lanes or widen the SR 99 underpass; no safe way now to cross under SR 99

The City and the project team also met with Caltrans staff throughout the public outreach process to discuss options for addressing public concerns that also meet Caltrans requirements. Caltrans' design considerations and requirements are discussed in the "Alternatives to the Proposed Project" section below.

Proposed Project Description

SR 32 is owned and maintained by Caltrans, and improvements to the highway are required to comply with the Caltrans Highway Design Manual (HDM) unless a design exception is approved by Caltrans. The proposed project complies with all the Caltrans design requirements with the following design exception: Section 309.1 of the HDM requires a 30-foot minimum Clear Recovery Zone (CRZ)[1] along the freeways/expressways. The 30 feet is measured from the outside edge of the travelled way of the roadway, and therefore includes the roadway shoulder. The speed limit in this section is posted at 45 miles per hour (mph), but the 85th-percentile speed reaches 54 mph. Thus, Caltrans considers this section of road to be a high-speed facility, and it is classified as a controlled-access expressway. No "hit tree" accidents have been reported in the last 3 years.

The City submitted a request for a design exception to Caltrans to change the CRZ from Fir Street to El Monte Avenue from 30 feet to 17 feet (The 17 feet is measured from the outside edge of pavement of the outside travel lane, and therefore, includes the shoulder.). Caltrans has approved this design exception for existing trees (i.e., Existing trees within the 17-foot CRZ will be removed as part of the proposed project.). New tree plantings will be required to be outside the 30-foot CRZ. Small plantings less than four inches in diameter are allowed along the outside edge of the roadway within the 17-foot CRZ.

The proposed project would widen and improve approximately 2.6 miles of SR 32, beginning at SR 99 at the west end of the project corridor and extending east past Yosemite Drive. The project would widen the highway to include a median and four lanes, with most of the widening to the north within existing state right-of-way. As the project approaches Bruce Road, the widening would likely become more symmetrical around the centerline, with most of the widening to the north and some widening to the south. The project would extend four lanes past Yosemite Drive and would then taper back to two lanes east of Yosemite Drive.

The project would provide safety improvements by widening the existing roadway to provide standard (8-foot) shoulders and a grassy or paved center median. This median would be 14 feet wide (edge of traveled way [ETW] to

[1] A *clear recovery zone* is an area clear of fixed objects adjacent to the roadway to provide a recovery zone for vehicles that have left the traveled way. The Caltrans clear recovery zone for a controlled access expressway is 30 feet.

ETW) from east of Fir Street to Bruce Road and 6 feet wide from Bruce Road to the easterly project limits.

Specific improvements from west to east include (Figures 2-3a through 2-3f located at the end of this chapter):

- SR 32 (eastbound) would be improved from the SR 99 northbound off-ramp to approximately 600 feet east of Fir Street by adding a third through lane. This third lane would extend through the Fir Street intersection and then taper back to two eastbound lanes.
- SR 32 (westbound) would be improved from approximately 600 feet east of Fir Street to the SR 99 northbound on-ramp. One lane would serve as a trap lane onto northbound SR 99, and the remaining two lanes would extend through the intersection. Three lanes would be provided underneath the existing SR 99 structure, with one lane for the left-turn movement onto the southbound couplet and two lanes continuing west toward downtown Chico.
- SR 99 (northbound and southbound) exit ramps would be improved by adding an additional lane at SR 32 (two through lanes and one right-turn lane).
- The SR 99/SR 32 couplets would be improved to add one lane both eastbound and westbound (to give a total of three lanes) and squaring up the intersections to remove the free right-turn lanes.
- Fir Street would be signalized at both intersections with SR 32 and converted to a one-way northbound movement, with two lanes turning west on SR 32 and a third lane going north to East 8th Street.
- Two-way bicycle access would be provided along Fir Street including a Class I bicycle facility on the west side of Fir Street and a Class II facility on the east side. These bicycle facilities would extend north of SR 32 to connect with the recently-constructed improvements along East 8th Street and south of SR 32 to connect with improvements planned as part of the SR 99 Bikeway Corridor project.
- El Monte Avenue would be widened to include a separated left-turn lane and a shared through/right-turn lane in the southbound direction. Northbound traffic will be accommodated with an exclusive left-turn lane, a shared through/left-turn lane, and a separated right-turn lane. Left turns to and from the existing driveway on the east side of the roadway will be eliminated with a raised center island. The southbound movement from El Monte Avenue onto Humboldt Road would include an exclusive left lane and a shared through/left-turn lane.
- Forest Avenue would be widened to include southbound through, left-, and right-turn lanes and northbound dual left, right, and through lanes. An additional southbound through lane is proposed south of SR 32, and a raised center island would be constructed to eliminate left turns to/from the existing driveways on the east and west sides of the road between SR 32 and Humboldt Road.
- A new signal would be installed at SR 32/Yosemite Avenue.

The project would result in minor changes to the park-and-ride lots and the removal of a minor amount of landscaping on the south side of SR 32. None of the work proposed would affect the number of spaces in the lots or the operation of the lots.

Work at the intersections would require reconstruction of curb returns, relocation of traffic signals and lighting facilities, relocation of utilities and drainage facilities, and conforming paving along the side streets as needed to match the existing configuration of the side streets. In addition, the project design includes the south leg of the Yosemite Drive intersection, which may be constructed at the same time as the project to provide access to the Oak Valley subdivision that was recently approved by the City. The existing crosswalks at Forest Avenue and El Monte Avenue would be maintained, and the project would replace the existing sidewalk on the northeast side of SR 32 and Bruce Road. The project would evaluate the need and possibly include construction of additional crosswalks at Bruce Road and Yosemite Drive.

Class II bicycle lanes will be included at the intersections to cross SR 32 at Forest Avenue, El Monte Avenue, and Bruce Road.

The widening would result in two 12-foot lanes and 8-foot shoulders in both directions, with no curbs or dikes at the edge of pavement. The proposed 8-foot shoulders along SR 32 would be available for safer bicycle travel. Street lighting is proposed at the intersections. Roadway drainage would sheet flow to the adjacent roadside ditches. Modifications to the existing drainage system would focus on developing bioswale-type roadside ditches, with gentle side slopes and hydroseeding to prevent erosion. Culverts would be constructed along some project segments and also across Forest Avenue and El Monte Avenue to connect the roadside drainage system to Dead Horse Slough and to the existing storm drain system on the west end of the project.

Construction of the project would require the removal of some existing vegetation and trees along the north and south sides of SR 32, primarily between Fir Street and El Monte Avenue. See Chapter 5, “Biological Resources”, for a discussion of trees that would require removal or experience canopy or root zone impacts.

Bridge/Culvert Design

The project corridor includes a bridge crossing of Dead Horse Slough (Bridge Number 12-0135) just east of Forest Avenue and a culvert crossing of the South Fork Dead Horse Slough just east of Bruce Road. Bridge 12-0135 is a four-span flat-slab bridge that is approximately 124 feet long and 32.5 feet wide. The project would construct a new bridge 49 feet wide on the north side of the existing bridge, resulting in two 12-foot lanes in each direction, 8-foot shoulders and barrier on each side, and with a 14-foot median. Based on preliminary design information, it is anticipated that the new bridge would be a four-span reinforced-concrete flat-slab structure, similar to the existing bridge. The length of the new

bridge would be approximately 125 feet. The preliminary bridge design is shown in Figure 2-4.

The culvert crossing of the South Fork Dead Horse Slough located just east of the Bruce Road intersection would either be lengthened or replaced with either a new, longer culvert or a parallel culvert.

Utility Information

Preliminary design indicates the possible need for future crossings of SR 32 in the project area to accommodate various utilities such as water, wastewater, drainage, electrical, communications, telephone, and gas. Therefore, the project includes the construction of utility crossings at the intersections along SR 32 on an "as-needed" basis as determined in coordination with the various service providers. In addition, a second sewer crossing will be constructed adjacent to the existing sewer line east of El Monte Avenue. These utility crossings would "stub out" within the project limits on the north and south sides of SR 32 to allow future connection, if deemed necessary by the City or Butte County (County), to various services. The project does not include the installation of any utilities outside the SR 32 right-of-way project limits; future projects, if proposed, would require separate environmental review.

A pump house and a well with a 6-inch steel casing are located adjacent to the existing right-of-way fence line on the north side of the road just east of El Monte Avenue. The pump house is outside Caltrans right-of-way, and the 6-inch steel casing is on the Caltrans side of the fence. The proposed grading limits end on the inside of the existing fence, and the proposed edge of the traveled way is about 25 feet south of the existing well. The well casing is proposed to remain.

Other minor utility relocation may be required for the project; however, any utility relocation would be within the same area of impact as identified for the proposed project.

Proposed Sound Barrier and Noise-Reducing Pavement

The proposed project would increase the number of through travel lanes from four to six from SR 99 to Fir Street and from two to four east of Fir Street, and would shift the traveled way closer to existing residential uses on the north side of the corridor. Increased traffic volumes and realignment of the roadway are predicted to result in increased traffic noise levels. As noted in Chapter 1, the 2007 IS recommended the use of OGAC and construction of a sound barrier as mitigation for traffic noise impacts. However, based on public input and the noise impact assessment contained in Appendix E, the project has been modified to *include* OGAC and a six-foot-tall sound barrier, measured from the ground elevation at the residential property lines. The proposed sound barrier locations

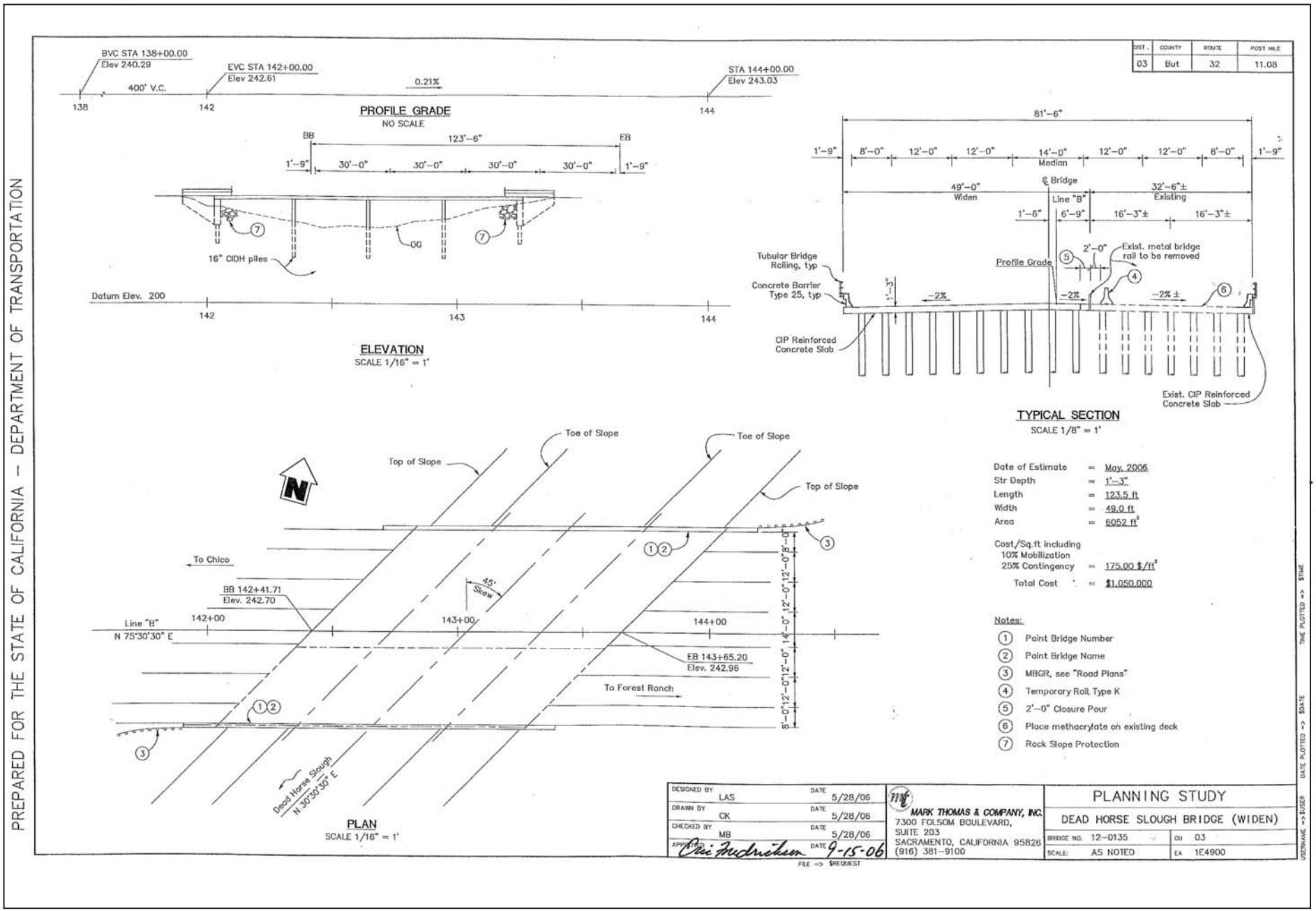

Figure 2-4
Preliminary Design for Proposed Dead Horse Slough Bridge

are shown in Figures 2-3a through 2-3f and are based on the noise analysis contained in Appendix E of this EIR (see also Chapter 3, "Noise" of the noise impact analysis). The proposed locations for the sound barrier include:

- on the north side of SR 32 from approximately 1,100 feet east of Fir Street to Forest Avenue;
- on the north side of SR 32 from approximately 700 feet east of Bruce Road to Yosemite Drive; and
- on the south side of SR 32 from approximately ~~2,200~~ 800 feet west of Forest Avenue to Forest Avenue;

The sound barrier is needed at these locations to meet City noise standards for project-related impacts and to generate less-than-significant cumulative noise impacts. The use of open-graded asphalt concrete (OGAC) along the project corridor is also included as part of the proposed project.

Three design options that involve different sound barrier materials and one design option that involves a higher sound barrier are evaluated in this report. In addition, optional sound barrier locations are also evaluated. Each of these options is described below and evaluated in Chapters 3 (Noise), 5 (Biological Resources) and 6 (Visual Resources), respectively, of this report.

The Chico City Council will select the material type, height, and locations of the proposed sound barrier in acting upon the proposed project.

Design Options A1-A3 involve the use of different materials for the sound barrier. Design Option A-4 involves construction of a higher barrier. Location Options B1 and B2 entail extension of the sound barrier. The higher barrier and the extensions of the barrier are not needed to meet City noise criteria and the cumulative impact threshold. Rather, these additional options are evaluated in response to public input.

Sound Barrier Design Option A1: 6-Foot High Pre-Cast Concrete Wall

Under Option A1, a 6-foot high pre-cast concrete wall (measured from the existing grade at the Caltrans right-of-way/private property line) would be constructed at the proposed sound barrier locations shown in Figures 2-3a through 2-3f. The wall would be placed within Caltrans right-of-way, adjacent to the private property line. Each modular panel of pre-cast concrete is approximately 5~~–8~~ feet long by approximately 2 feet wide. Each panel is held by posts similar to those that support a typical wooden fence, and therefore, installation of the panels requires a construction area similar in size to what is needed for installation of a wooden fence. The City or Caltrans would maintain the wall.

Many of the existing trees located between the 17-foot CRZ and the private property line could be avoided during installation of the pre-cast concrete wall. (See Chapter 5, "Biological Resources" and Appendix F for further details regarding construction impacts on trees.) This option includes replanting trees within the area that is disturbed during installation of the pre-cast wall.

Sound Barrier Design Option A2: 6-Foot High Concrete Block Wall

Under Option A2, 6-foot-high concrete sound walls would be constructed within the Caltrans right-of-way, adjacent to the private property lines, at all proposed locations shown in Figures 2-3a through 2-3f. Since the footings needed for a concrete block wall are large, all trees located between SR 32 and the private property line would likely need to be removed under this option. An area approximately 3 to 6 feet wide would be replanted on the SR 32 side of the wall after construction of the wall is completed. Caltrans or the City would maintain the concrete wall.

Sound Barrier Design Option A3: 6-Foot High Wooden Fence

Under Option A3~~2~~, 6-foot-high wooden fences ~~concrete sound walls~~ would be constructed within the residential properties ~~Caltrans right-of-way, adjacent to the private property lines,~~ at all proposed locations shown in Figures 2-3a through 2-3f. ~~Since the footings needed for a concrete block wall are large, all trees located between SR 32 and the private property line would likely need to be removed under this option.~~ Homeowners would be expected to maintain the fences. Tree removal under this option would be similar to Option A1.

Sound Barrier Design Option A4: 8-Foot High Barrier

Under Option A4, an 8-foot-high barrier, measured from the existing ground elevation at the residential property lines would be constructed using one of the materials described above. Although a 6-foot-high wall would be sufficient to meet City noise standards and to generate less-than-significant cumulative noise impacts, an 8-foot-high wall is evaluated in response to residents' concerns that a higher barrier is needed for aesthetic and safety (related to traffic along SR 32) reasons. Since the grade of SR 32 is higher than the grade at the residential property lines, the residents that are adjacent to SR 32 are concerned that a 6-foot fence would not provide adequate shielding from traffic noise impacts. An 8-foot barrier would reduce 2030 with project noise levels further by as much as 4 dB, as compared to a 6-foot sound barrier (See Chapter 3, "Noise", for further details.)

Sound Barrier Location Option B1: Extend Barrier East of Forest Avenue to El Monte Avenue on North Side of SR 32

The residents who live on Stansbury Court have expressed their desire that the proposed sound barrier be extended east of Forest Avenue to El Monte Avenue on the north side of SR 32 to shield their homes from the traffic on SR 32 and to provide a continuous barrier for residents along SR 32. Therefore, Option B1 is evaluated in this report (see Figures 2-3a through 2-3f). Option B1 also includes flanking the sound barrier for 225 feet along Dead Horse Slough and El Monte Avenue. Even without the sound barrier at this location, the City noise standards would be met at this location and cumulative impacts would be less-than-significant since the traffic volumes east of Forest Avenue are lower than those west of Forest Avenue.

Constructing a 6-foot sound barrier on the north side of SR 32 between El Monte and Forest Avenues would reduce 2030 project-related noise levels by 1 to 2 db as compared with having no sound barrier at this location. Constructing an 8-foot wall between El Monte and Forest Avenues would reduce noise levels by 1 to 5 dB as compared with having no sound barrier at this location.

Sound Barrier Location Option B2: Extend Barrier East of Fir Street on North Side of SR 32

Option B2 entails extending the proposed sound barrier from Fir Street to the east for approximately 1,100 feet, on the north side of SR 32. Like Option B1, Option B2 is not needed to meet noise standards, but is evaluated based on public input.

Constructing a 6-foot sound barrier on the north side of SR 32 east of Fir Street would reduce 2030 project-related noise levels by 4 to 7dB as compared to having no sound barrier at this location. Constructing an 8-foot wall east of Fir Street would reduce noise levels by 6 to 9 dB as compared to having no sound barrier at this location.

Hazardous Materials

The Humboldt Road Burn Dump is located east of Bruce Road and south of SR 32. The dump is a former solid waste disposal facility from which there is known migration. The City has been working with various federal and state regulatory agencies to remediate the site. Although the site has been undergoing remedial action over the past 3 years, residual waste may still be present in locations that could affect the proposed widening of SR 32. Construction activities, including possible replacement of the box culvert east of Bruce Road, will occur in the area where impacted sediments are present within the South

Fork Dead Horse Slough. Therefore, specific measures will need to be taken to comply with federal and state requirements prior to road widening construction. Detailed discussion of this issue is provided in Section F, "Hazards and Hazardous Materials," of the project IS.

Right-of-Way

The existing state right-of-way along the project corridor is generally 142 feet wide. The width adjacent to the park-and-ride lots and interchange extends to more than 300 feet. Based on preliminary design, the proposed project can be accommodated within the existing right-of-way, and no permanent right-of-way acquisition is required along SR 32 with the exception of the segment near Bruce Road. The improvements associated with the signalization of Bruce Road would require the acquisition of a minor amount of right-of-way in the northeast quadrant (varying in width from 28 to 45 feet for approximately 800 feet from Bruce Road east to widen the road on the north side). In addition, small temporary construction easements may be required to construct the Dead Horse Slough bridge and to extend or replace the South Fork Dead Horse Slough culvert east of Bruce Road. A minor amount of right-of-way may be acquired or may be dedicated to construct the proposed improvements along El Monte Avenue and Forest Avenue between Humboldt Road and SR 32.

If the wooden fence design option is adopted as part of the proposed project, temporary easements would be needed since this fence would be installed on private properties.

Construction Information

Extent of Ground-Disturbing Construction Activity

The maximum depth of construction activity varies from approximately 3 to 4 feet or less for the road construction activity to approximately 8 to 10 feet for any utility relocation and traffic signal and lighting work. The ground disturbance associated with the proposed new bridge at Dead Horse Slough would require the construction of footings and possibly pile foundations; the depth of construction activity for this work is estimated to be 40 to 50 feet.

Equipment Storage/Vehicle Storage/Staging Areas

Two potential construction staging areas have been identified along the project corridor at the existing park-and-ride lots at the west end of the project corridor at Fir Street. All equipment and material staging for the project would occur within these areas, within existing public right-of-way, or on private property subject to landowner approval.

Due to the environmental sensitivities of the project corridor (i.e., wetlands and special-status species), any additional staging areas proposed by the contractor on land that is currently undeveloped may require separate environmental review.

Construction Information and Traffic Handling

The project can be constructed without significant closures or delays to traffic. The majority of the widening will be outside of the existing traveled way, which will allow for traffic to remain in its existing location, and the existing traffic signals will be able to remain in operation for the first stage of roadway construction. The general sequence of the first stage of construction would occur as follows:

- Rough grading and culvert construction
- Roadway and bridge widening construction
- New signal construction

The second stage of roadway construction would consist of switching to the new traffic signals, constructing the overlay of the existing roadway, and final roadway striping.

The Dead Horse Slough bridge widening would be constructed to the north, with traffic remaining in its existing location. After construction of the new structure, the new structure would be connected to the existing structure with a closure pour to join the existing and new bridge.

The contractor would be required to prepare a traffic management plan and submit it to Caltrans and the City for review and approval prior to commencement of construction. No road closures or nighttime work are anticipated; however, Caltrans may require that improvements to the SR 99 ramps be conducted at night to minimize conflicts with the heavier traffic volumes associated with daytime traffic.

Road construction activities would include standard widening and road rehabilitation practices. Temporary access controls during road construction may require the use of a one-way reversible lane controlled by flaggers. Only temporary minor delays are anticipated. Construction contractors would schedule construction operations so that conflicts with traffic on SR 32 are minimized.

Bridge construction and culvert activities in Dead Horse Slough would occur during the summer dry months.

Project Schedule

Depending on funding, development in the project area, and project needs, construction activities could begin in late 2010 and be completed by the Spring of 2012. The City intends to construct the entire project under one construction contract. However, if phasing is required (due to funding constraints, regulatory requirements, or other reasons), the City will work with Caltrans to determine which project components would be constructed first. Caltrans has requested that the contaminated materials found in the South Fork Dead Horse Slough be remediated before the remaining work at the Bruce Road intersection is completed; this work is planned to take place via a separate construction contract and is anticipated to take place in the late summer of 2010. The analyses contained in this EIR evaluate construction of the entire project.

Project Funding

The total estimated cost of the project is $14.5 million, including construction items, stormwater costs, and right-of-way and utility costs. This cost assumes that masonry block soundwalls would be constructed; the options to include pre-cast concrete and wood fence soundwalls would reduce the overall construction costs. At this point, it is anticipated that the project would be constructed entirely using local funds. The City will continue to pursue additional construction funding should it become available.

Alternatives to the Proposed Project

Alternatives and Design Options Considered but Withdrawn

During the public outreach process described above, a number of design alternatives were suggested by various members of the public. The purpose of these alternatives was to provide more “friction” through the corridor, with the use of curbs and gutters, sidewalks, medians, and/or landscaping/planting, to reduce vehicle speeds. These design alternatives were reviewed by the project team and forwarded to Caltrans for review.

Out of a total of seven alternatives reviewed by Caltrans, six were rejected because the designs did not meet current Caltrans standards, and therefore, were determined to be infeasible. These rejected alternatives are summarized below. Following this discussion, the alternative that Caltrans approved for consideration in this EIR is described.

Alternative 1

- Construct outside curb, gutter, and sidewalk and raised medians. Curbs would be Type B-6 per the conventional highway standards listed in HDM Table 303.1.
- Include new plantings in median less than 4 inches in diameter and shrub-type plantings on outside of roadway.
- Clear all obstructions within a 17-foot CRZ (per previously approved design exception), as would be required under all of the alternatives described below.

Alternative 2

- Construct outside curb, gutter, and sidewalk and raised medians. Curbs would be Type B-6 per the conventional highway standards listed in HDM Table 303.1.
- Include new plantings in median less than 4 inches in diameter and shrub-type plantings on outside of roadway.
- Reduce lane widths to 11 feet.

Alternative 3

- Construct 20-inch-tall concrete barrier on outside and inside of roadway.
- Reduce outside shoulder width to 5 feet.
- Include new plantings within median greater than 4 inches in diameter.

Alternative 4

- Construct metal beam guardrailing (MBGR) outside and inside of roadway. Placement would be 2 feet off of the edge of the traveled way (ETW) on inside and just beyond back of curb on outside.
- Reduce outside shoulder width to 5 feet.
- Include new plantings within median and along outside edge greater than 4 inches in diameter.

Alternative 5

- Construct MBGR outside and inside of roadway. Placement would be 2 feet off of ETW on inside and approximately 3 feet beyond back of curb on outside; the MBGR on outside edge would be shielded by new shrubbery.
- Reduce outside shoulder width to 5 feet.

- Include new plantings within median and along outside edge greater than 4 inches in diameter.

Alternative 6

- Construct outside curb, gutter, and sidewalk and raised medians. Curbs would be Type B-6 per the conventional highway standards listed in HDM Table 303.1.
- Include new plantings in median less than 4 inches in diameter and shrub-type planting on outside of roadway.
- Reduce shoulder width to 5 feet.

Caltrans rejected Alternatives 1, 2, 3, and 6 because they involve the installation of curbs and/or raised medians. SR 32 is designated as a controlled access expressway, and Caltrans' design requirements restrict the use of curbs or raised medians on facilities of this classification that have speeds greater than 40 mph. A recent speed study confirmed that speeds on the project corridor are greater than 40 mph; therefore, it was determined that no raised curbs or medians would be considered by Caltrans at this time. In the event that future speed surveys indicate speeds have lowered below 40 mph, Caltrans would consider construction of raised curbs or median. The project has been designed to allow future construction of a raised median.

Alternatives 4 and 5 were also dismissed as they were proposed, but Caltrans indicated that they could support a modified design, which is referred to as the Timber Barrier Alternative, as described below. If a raised median is constructed in the project area in the future, the barriers proposed under this alternative would have to be removed once the raised medians are constructed.

Roundabouts

Due to community sensitivity concerning increased traffic and traffic speeds along SR 32, the City and Caltrans also studied the feasibility of constructing roundabouts at several of the intersections along the project corridor. Based on preliminary design, the project development team (with representatives from the City, Caltrans, and Butte County Association of Governments [BCAG]) determined that roundabouts are not feasible along the project corridor due to the following:

- concerns about impacts to existing development;
- ease of use by pedestrians, school-age children, and bicyclists;
- engineering design considerations (steep grade);
- operational concerns (substantially higher volumes on some movements than other movements result in inefficient operation); and
- failure to achieve a minimum 10-year traffic capacity design life.

The results of the various analyses that were conducted for possible roundabouts are summarized in Appendix C of this report.

New Signalized Intersections

Finally, due to specific public comments, the project team studied the possibility of providing new signalized intersections along SR 32. These new connections would have allowed the traffic signals along the corridor to be coordinated and set at a maximum speed of 35 mph. Two connections on the south side of SR 32 were studied between Fir Street and Forest Avenue, and a third location was studied on the north side of SR 32 between El Monte Avenue and Bruce Road. Fehr & Peers, the project traffic consultant, completed a preliminary review of the traffic impacts of the signals, and the new locations were discussed with the Chico Police Department and the California Highway Patrol (CHP), which both have facilities in the project area, and the City of Chico General Services Department, which operates its corporation yard on the south side of SR 32 just north of Fir Street. The following feedback was received:

- In order for the traffic to function adequately, Fir Street would need to become a right-in/right-out access only.
- Without a significant change in traffic patterns along SR 32/Forest Avenue/Humboldt Road, the proposed traffic signals between Fir Street and Forest Avenue may not meet signal warrants.
- CHP and the Chico Police Department had concerns regarding response time from their existing facilities.
- A significant change to the site plan of the existing corporation yard would be required, which the General Services Department opposed.

Based upon this feedback, this design alternative was rejected and will not be carried forward into project design.

Timber Barrier Alternative

Caltrans approved consideration of an alternative for the construction of a timber barrier that would allow for large tree plantings within the median of SR 32. This alternative is evaluated in this report. The median width would typically be 14 feet, widening to 20 feet at the proposed intersections to accommodate the timber barrier end treatments. Design details for the Timber Barrier Alternative are as follows (see Figures 2-5a through 2-5f located at the end of this chapter):

- Construct timber barrier within proposed median from the park-and-ride lot to Bruce Road. The barrier will terminate at the intersections of Forest Avenue, El Monte Avenue, and Bruce Road. The barrier will not be placed on the Dead Horse Slough bridge.
- Widen median to 20 feet at the Forest Avenue and El Monte Avenue intersections.

- Include new tree plantings in irrigated median with no size restrictions.
- Clear all obstructions within 17-foot CRZ (per previously approved design exception; trees outside of these limits can remain).
- Process a design exception for 2-foot inside shoulders (adjacent to the timber railing).

Construction of this alternative would move the north and south edges of pavement approximately 3 feet farther to the north and south than the proposed project at the intersections of Forest Avenue and El Monte Avenue. Other aspects of the proposed improvements, such as the traffic signal locations, bridge widening, improvements east of Bruce Road, use of OGAC, construction of a sound barrier , and the sound barrier design and location options, would be identical to the proposed project.

No-Project Alternative

Under the No-Project Alternative, SR 32 would not be widened to meet the increased traffic needs associated with growth in the project area. SR 32 between SR 99 and Yosemite Avenue would remain unchanged.

Anticipated Permits and Consultations

The permits and consultations identified in Table 2-1 are anticipated to be required to construct the project.

The City contacted the State Lands Commission regarding the possible need for a land use lease if the project uses sovereign lands of the State of California. A land use lease is not required per the State Lands Commission (File SD 2066-04-27.3).

Related Projects

There are several projects in the project area as described below.

SR 99 Auxiliary Lane Project

The SR 99 Auxiliary Lane project is a project proposed by BCAG and the City, in conjunction with Caltrans and the Federal Highway Administration, to improve operations and safety on SR 99 from SR 32 to East 1st Avenue in Chico. Proposed operational and safety improvements would primarily consist of adding northbound and southbound auxiliary lanes on SR 99 between SR 32 and East 1st Avenue interchanges, and the widening of SR 32 on- and off-ramps and East 1st

Table 2-1. Anticipated Permits and Consultations

Agency	Approval or Permit	Approval or Permit Status
U.S. Army Corps of Engineers (Corps)	CWA Section 404 nationwide permit. Cleanup activities in the South Fork Dead Horse Slough will require approval by the Corps.	Wetland delineation has been verified (Corps regulatory number 200501152). The City has received a nationwide Section 404 permit from the Corps for impacts on wetlands and other waters of the United States.
U.S. Fish and Wildlife Service (USFWS)	Section 7 consultation with the Corps for threatened and endangered species (listed vernal pool invertebrates, Butte County meadowfoam, and giant garter snake). Cleanup activities in the South Fork Dead Horse Sough will require approval by the USFWS.	The USFWS transmitted a biological opinion for the project on February 4, 2009 (contained in Appendix J of this EIR).
State Office of Historic Preservation (OHP)	Section 106 consultation with the Corps.	Cultural resources documentation has been prepared and submitted to the Corps with the Section 404 application. Consultation with the OHP has been completed.
Central Valley Regional Water Quality Control Board (RWQCB)	All Section 404 permits require a CWA Section 401 water quality certification from the Regional Board. In addition, CWA Section 402 National Pollutant Discharge Elimination System (NPDES) requires enrollment into the Statewide Construction General Permit.	City will apply for permits after completion of environmental documentation.
Regional Board or Department of Toxic Substances Control	A report of waste discharge, remedial action plan, and/or remedial design and implementation plan will need to be submitted to the Regional Board to obtain a waste discharge requirement order or permit to remove hazardous materials within the South Fork Dead Horse Slough.	City will obtain a waste discharge requirement order or permit after completion of environmental documentation.
California Department of Fish and Game (DFG)	A Section 1602 streambed alteration agreement is required because the project requires construction in creeks and streams subject to DFG jurisdiction (Dead Horse Slough and South Fork Dead Horse Slough). Cleanup activities in the South Fork Dead Horse Slough will require DFG approval (Section 1602). A DFG incidental take permit or consistency determination under Section 2080.1 of the California Endangered Species Act is required to allow the take of Butte County meadowfoam and giant garter snake.	City will apply for agreement after completion of environmental documentation. The City will apply for the Section 2080.1 determination after certification of the EIR.
State Reclamation Board (Reclamation Board)	A Reclamation Board permit is required before the start of any work in Dead Horse Slough, including excavation and construction activities, where the Reclamation Board exercises their authority.	The City will apply for the Reclamation Board permit after completion of the environmental documentation.
Butte County Air Quality Management District (BCAQMD)	An authority to construct permit will be required from the BCAQMD before any work in the South Fork Dead Horse Slough near the Humboldt Road Burn Dump.	The City will apply for any necessary permits after completion of the environmental documentation.

Avenue on- and off-ramps. Included in the widening for the East 1st Avenue northbound off-ramp would be the provision for dual left-turn lanes to facilitate the turning movements of existing northbound traffic to westbound traffic on East 1st Avenue and the widening of East 1st Avenue.

BCAG certified an EIR in January 2004 and selected the inside widening alternative together with signalized ramp intersections at East 1st Avenue. Caltrans approved the project in March 2005. Phase 1 of the project, with a total estimated cost of $7.4 million, is under construction. Phase 1 includes improvements to the lower half of the northbound SR 99 off-ramp to East 1st Avenue and to East 1st Avenue, including reconstruction of the existing signals. The remainder of the project has been defined as Phase 2 and Phase 3 projects, each of which would construct an auxiliary lane in the northbound and southbound directions, including on- and off-ramp improvements at SR 32 and the southbound on-ramp at East 1st Avenue. Phases 2 and 3 are expected to be constructed together at a total estimated cost of $40 million for construction in 2010 and 2012, respectively. Copies of the environmental document (State Clearinghouse Number 2002112002) can be reviewed at BCAG's offices during normal business hours.

Oak Valley Conceptual Master Plan and Subdivision Project

The Oak Valley Conceptual Master Plan and Subdivision project encompasses approximately 340 acres and is generally bounded by SR 32 on the north, Bruce Road on the west, a Pacific Gas & Electric Company 500-kV transmission line on the east, and Humboldt Road on the south. The conceptual master plan would include 230 acres of single- and multi-family residential units and approximately 109,000 square feet of community commercial uses on 10 acres. The plan includes a total of approximately 864 single-family units and 260 multi-family units. In addition, 200 very low–density residential units would be developed using a clustered housing concept. The applicant proposes to develop a first-phase subdivision including 159 single-family homes on 14.6 acres, multi-family residential on 8.2 acres, and approximately 20 acres of open space and setback from SR 32.

The City was lead agency for the EIR on the project and prepared a draft EIR, a recirculated draft EIR, and a final EIR. The EIR evaluates the impacts associated with buildout of the conceptual master plan at a programmatic level of detail and the impacts of the first-phase 43-acre portion of the subdivision map at a project-specific level. The project has been approved by the Chico City Council. Copies of the environmental documents (State Clearinghouse Number 1998032048) can be reviewed at the City of Chico Planning Services Department's office during normal business hours.

Humboldt Road Burn Dump

The Humboldt Road Burn Dump is located in Chico near the intersection of SR 32 and Bruce Road. The site consists of 157 acres, and it operated as a burn dump and disposal area for municipal solid waste until the 1960s. The City voluntarily assumed the role as lead responsible party for the investigation and cleanup of six parcels located within the burn dump. The Regional Board is the lead regulatory agency. The City completed a remedial investigation, baseline risk assessment, feasibility study, two health risk assessments, and a remedial action plan. The selected remedy for the site is consolidating the waste and capping it. The City intends to maintain the capped waste area as undeveloped open space, allowing for pedestrian access. Copies of the environmental documents (State Clearinghouse Number 2004042085) prepared for this project can be reviewed at the City offices during normal business hours.

Meriam Park

The City has prepared a Draft Program EIR for the Meriam Park project (State Clearinghouse Number 2005072045). The Meriam Park project is a mixed-use development of 272 acres located in the southeast quadrant of Chico. The project site is located south of SR 32 and west of Bruce Road. The Meriam Park Master Plan proposes four zoning districts for the project area:

- Traditional Neighborhood Development (210.0 acres)
- Primary Open Space, Preserve (39.0 acres)
- Primary Open Space, Greenway (19.9 acres)
- Public/Quasi-Public Facilities (2.9 acres)

The project was approved in June 2007.

Drive-Through Pharmacy at Forest Avenue and SR 32

An application has been submitted to the City of Chico proposing to construct a 14,576-square foot pharmacy with a drive-through window on a 2.57-acre project site. This project would replace an existing vacant metal structure. A 15-foot-wide right-of-way dedication would be provided to the City to facilitate an increase in right-of-way (existing 75 feet, proposed 90 feet). New improvements are proposed along Forest Avenue (curb, gutter, sidewalk and access driveway). The site is designated Community Commercial on the City of Chico General Plan diagram and is located in the CC Community Commercial zoning district.

Environmental Review Process

As noted earlier, the NOP for this EIR was circulated for 30 days (February 7–March 14, 2007) to solicit public and agency comments. Comments received during the NOP public review period are contained in Appendix B.

This draft EIR has been released for review and comment by the public, as well as all responsible and other interested jurisdictions, agencies, organizations and individuals. Written comments received on the draft EIR during the public review period will be addressed in the final EIR. The final EIR will be reviewed by the Chico City Council for certification in accordance with CEQA and the City guidelines. After certification of the EIR, the Chico City Council and Caltrans will consider approval of the project.

Mitigation Monitoring Program

CEQA requires lead agencies to adopt a mitigation monitoring program for mitigation measures included in EIRs that would avoid or mitigate significant environmental effects. The City has included the proposed project's mitigation monitoring program in this report so that members of the public, responsible agencies, and others can review the program before it is adopted (Appendix D). The mitigation monitoring program is required to ensure compliance with the mitigation measures identified in this EIR and in the project's IS (Appendix A), pursuant to Section 21081.6 of the Public Resources Code.

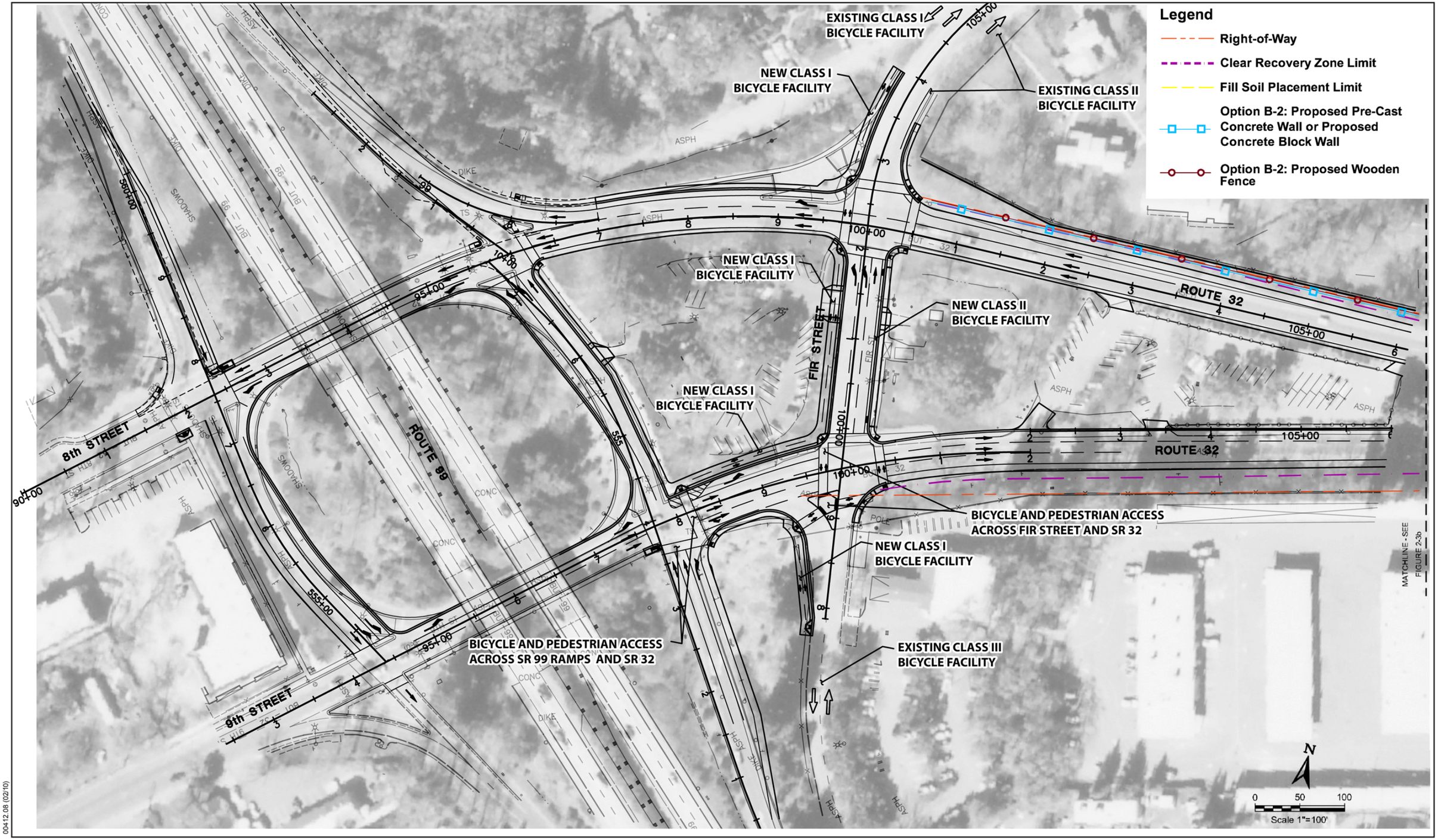

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Figure 2-3a
Proposed Project, including Proposed Sound Barrier

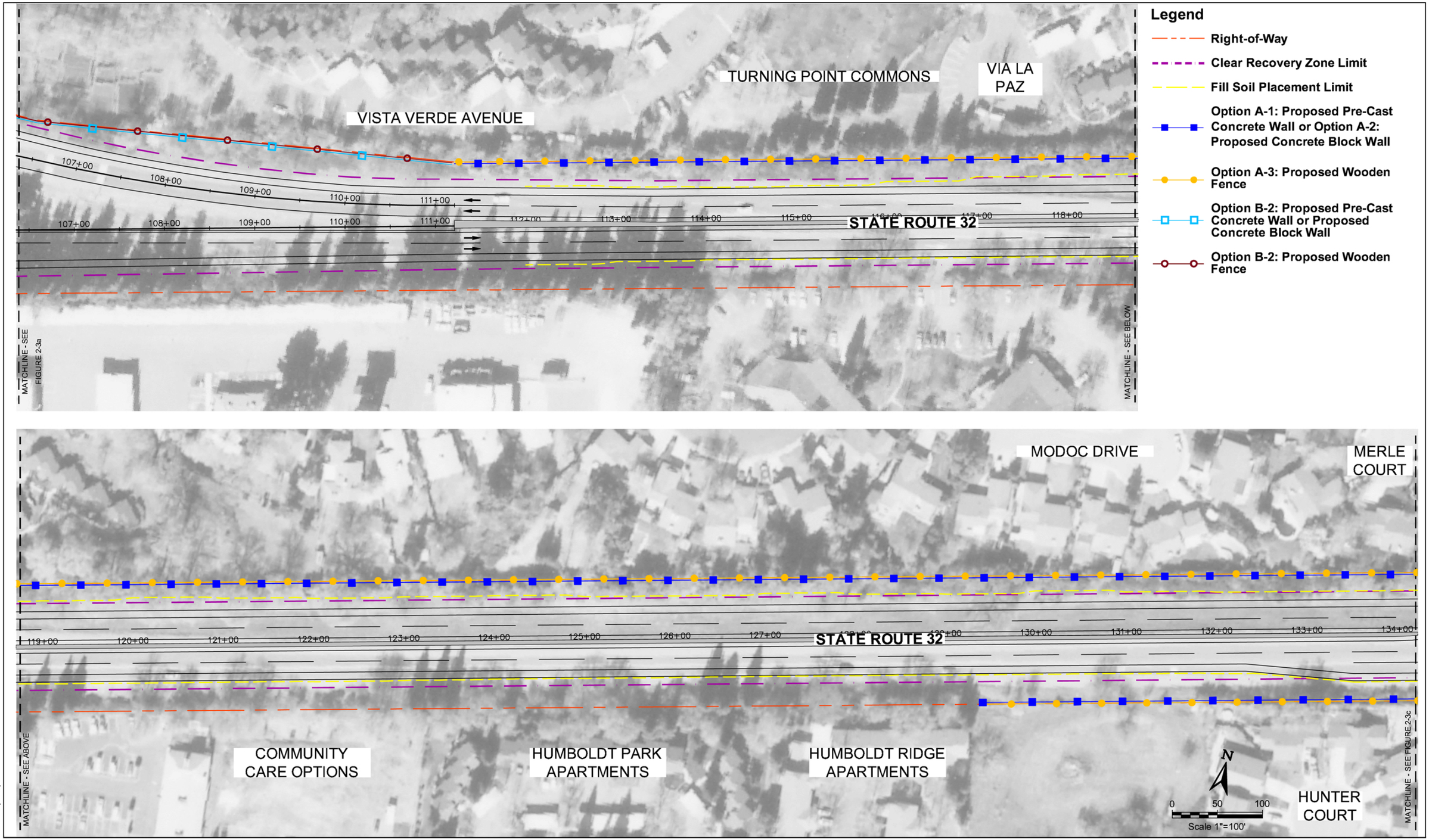

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Figure 2-3b
Proposed Project, including Proposed Sound Barrier

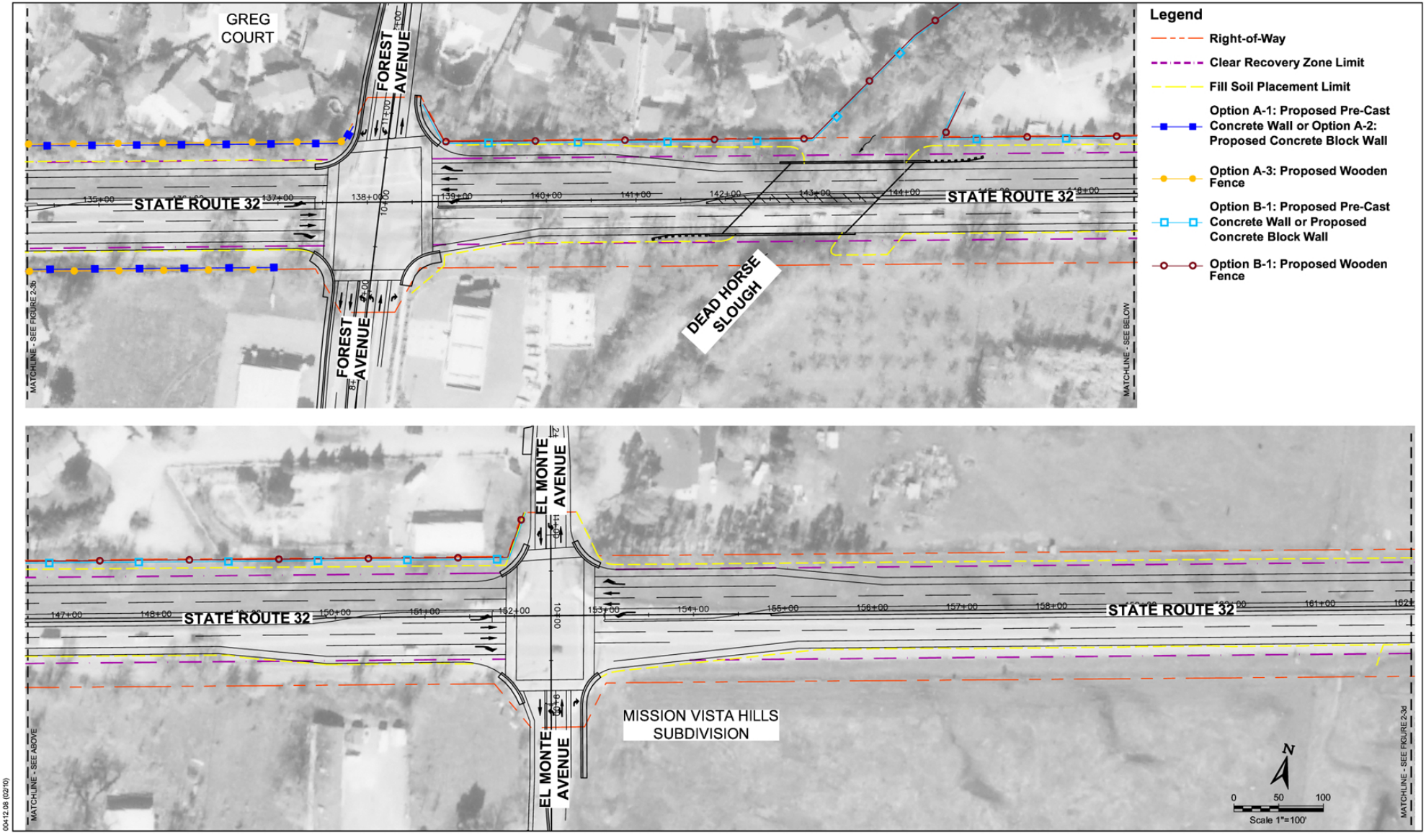

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Figure 2-3c
Proposed Project, including Proposed Sound Barrier

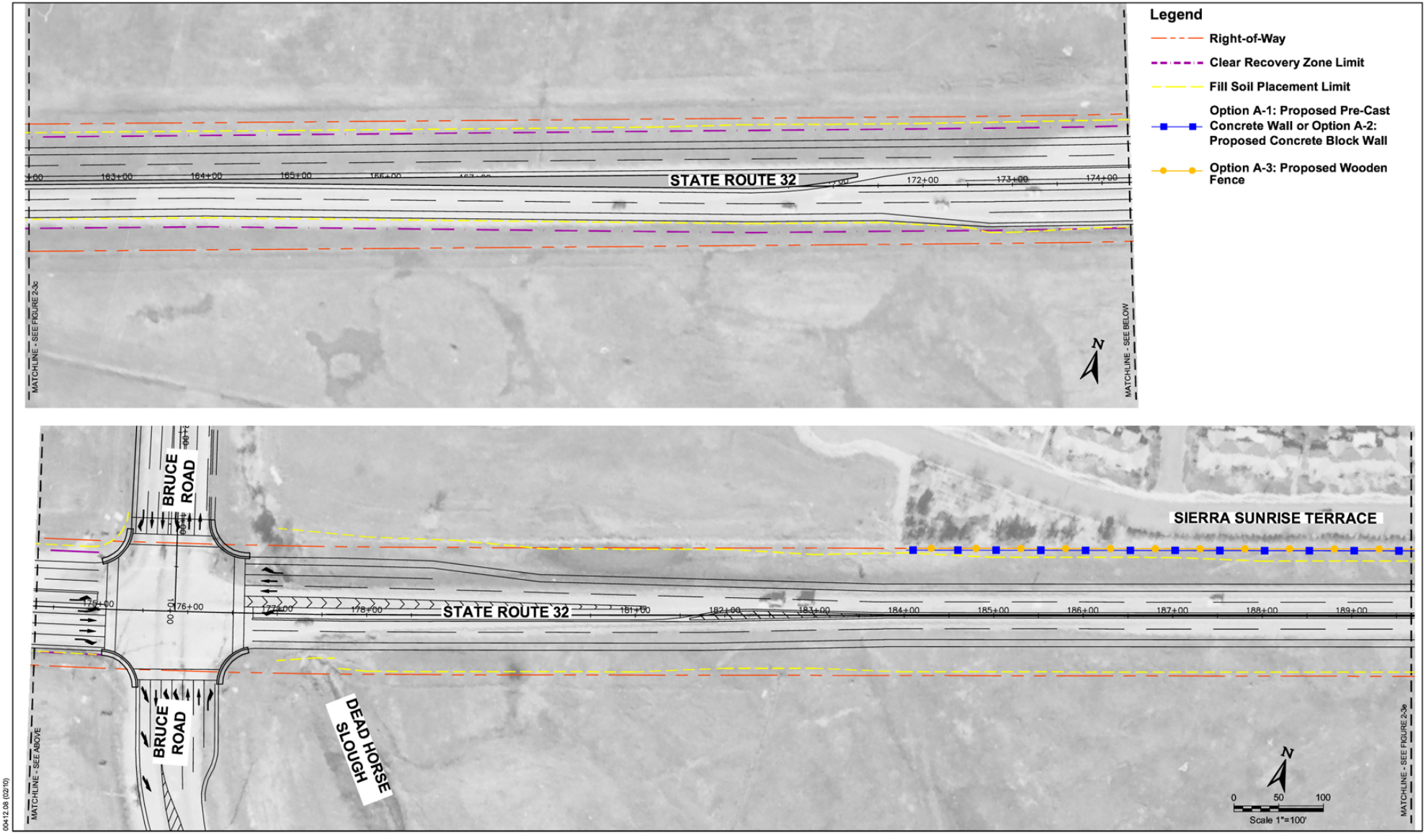

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Figure 2-3d
Proposed Project, including Proposed Sound Barrier

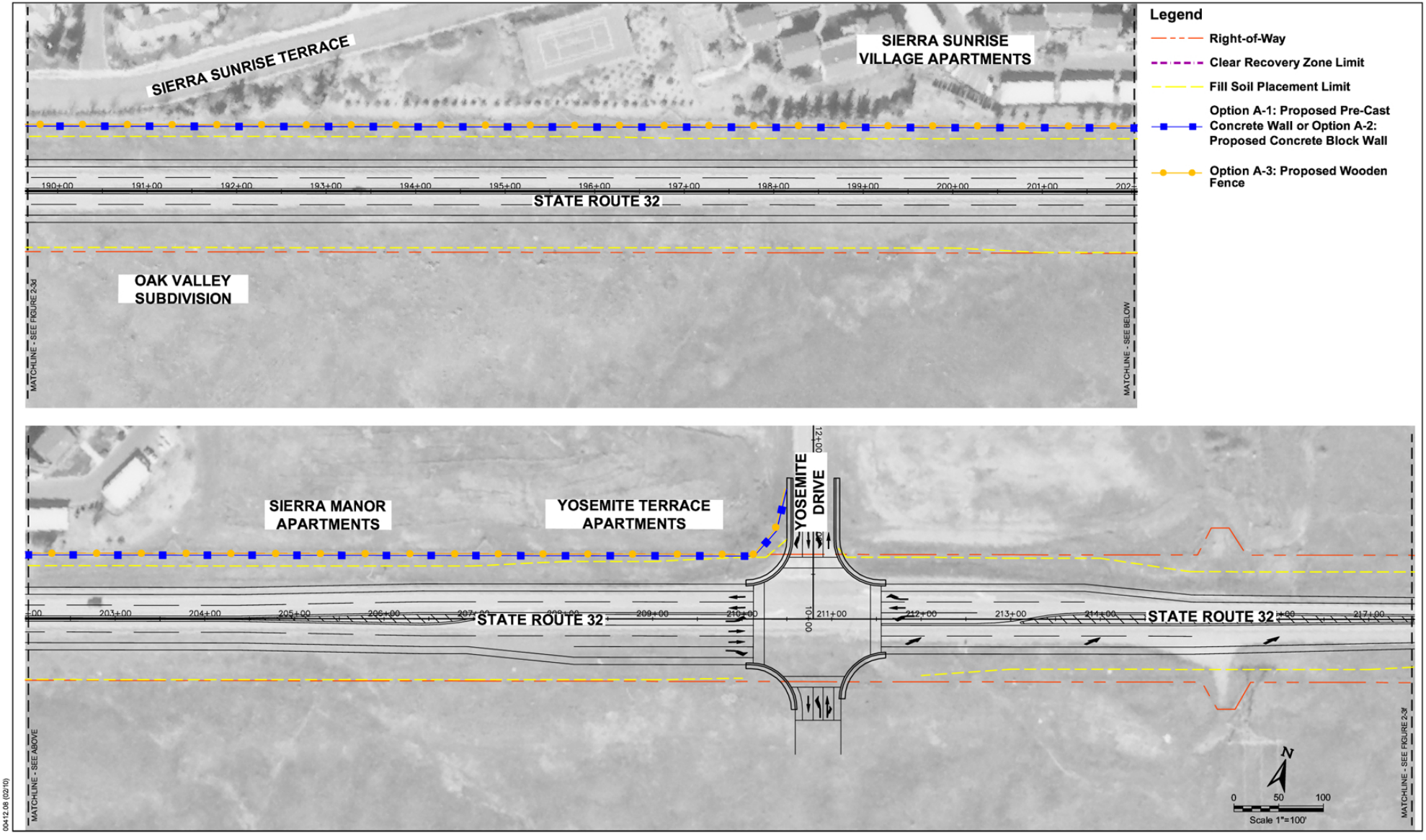

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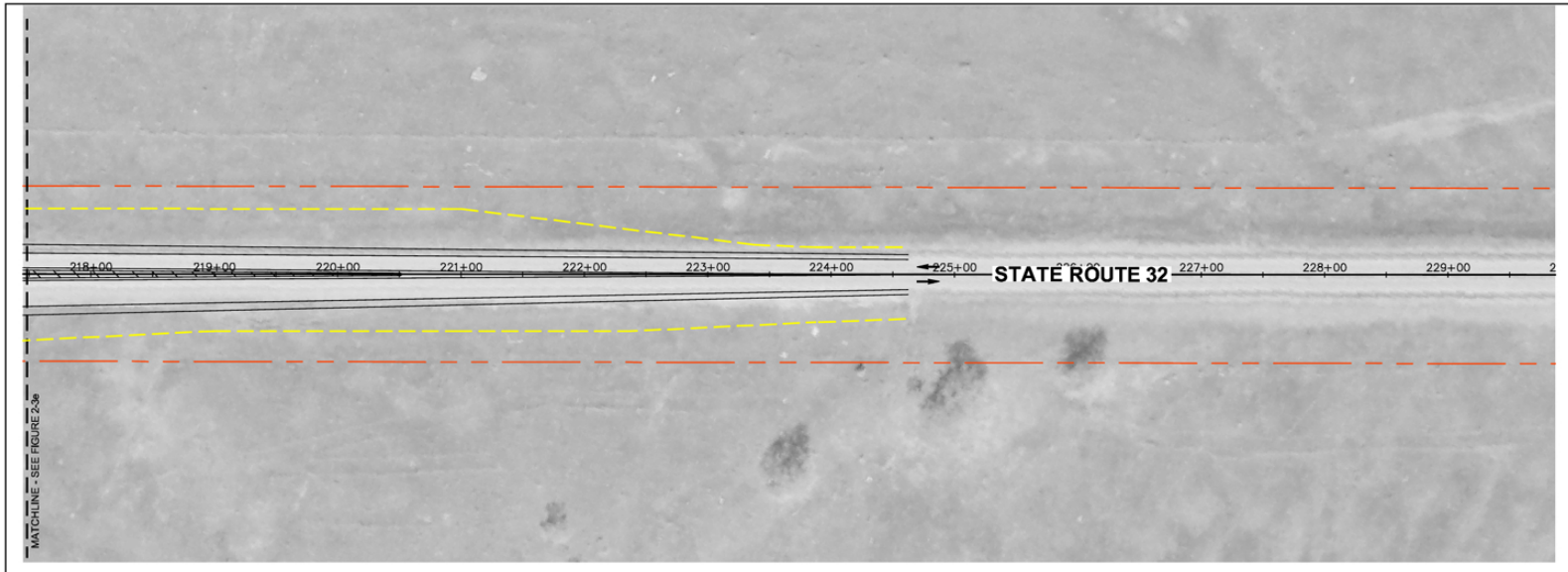
Figure 2-3e
Proposed Project, including Proposed Sound Barrier



Legend

- Right-of-Way
- Clear Recovery Zone Limit
- Fill Soil Placement Limit

N

0 50 100

Scale 1"=100'

00412.08 (02/10)

Figure 2-3f
Proposed Project, including Proposed Sound Barrier

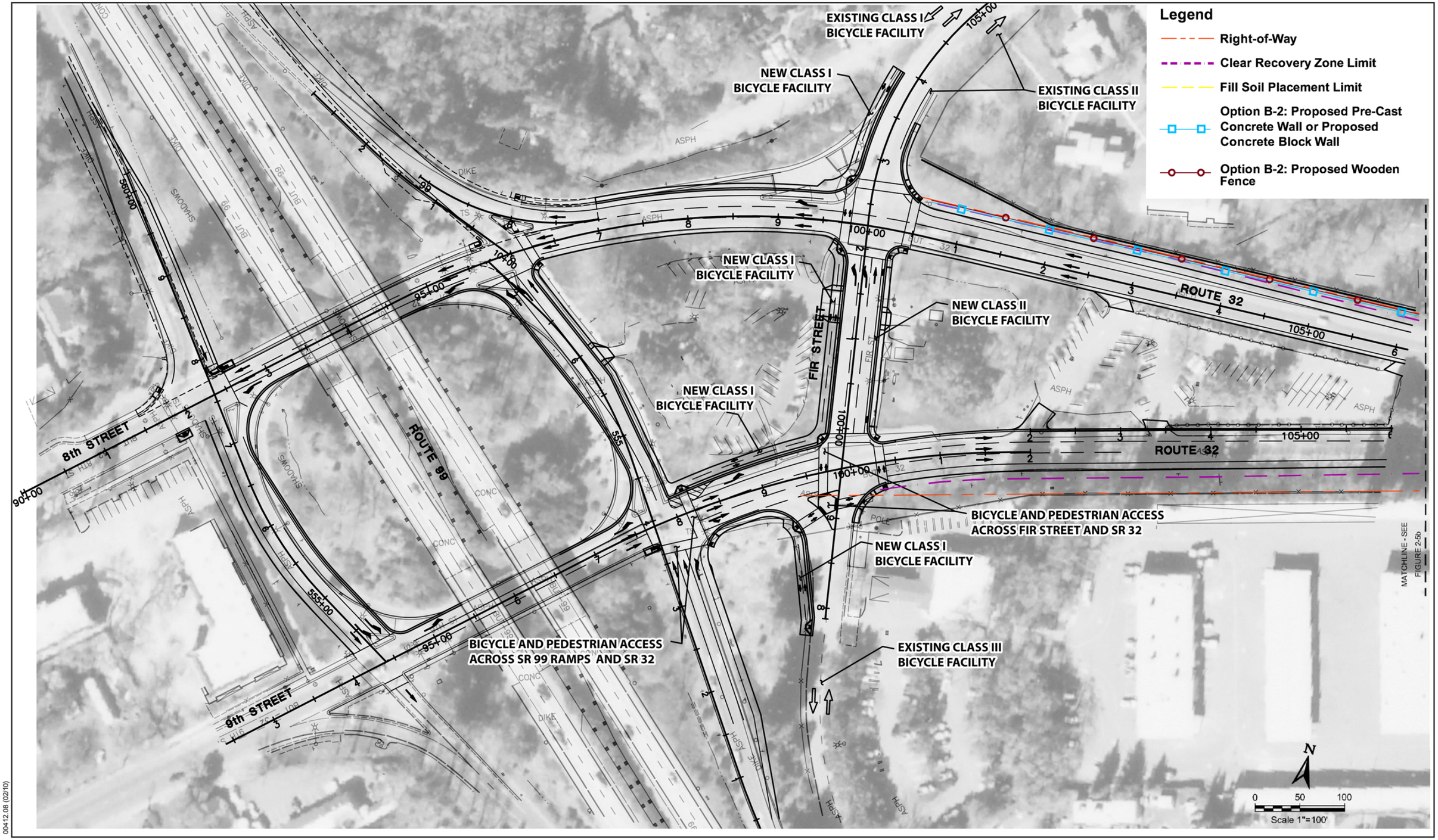


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Figure 2-5a
Timber Barrier Alternative, including Proposed Sound Barrier

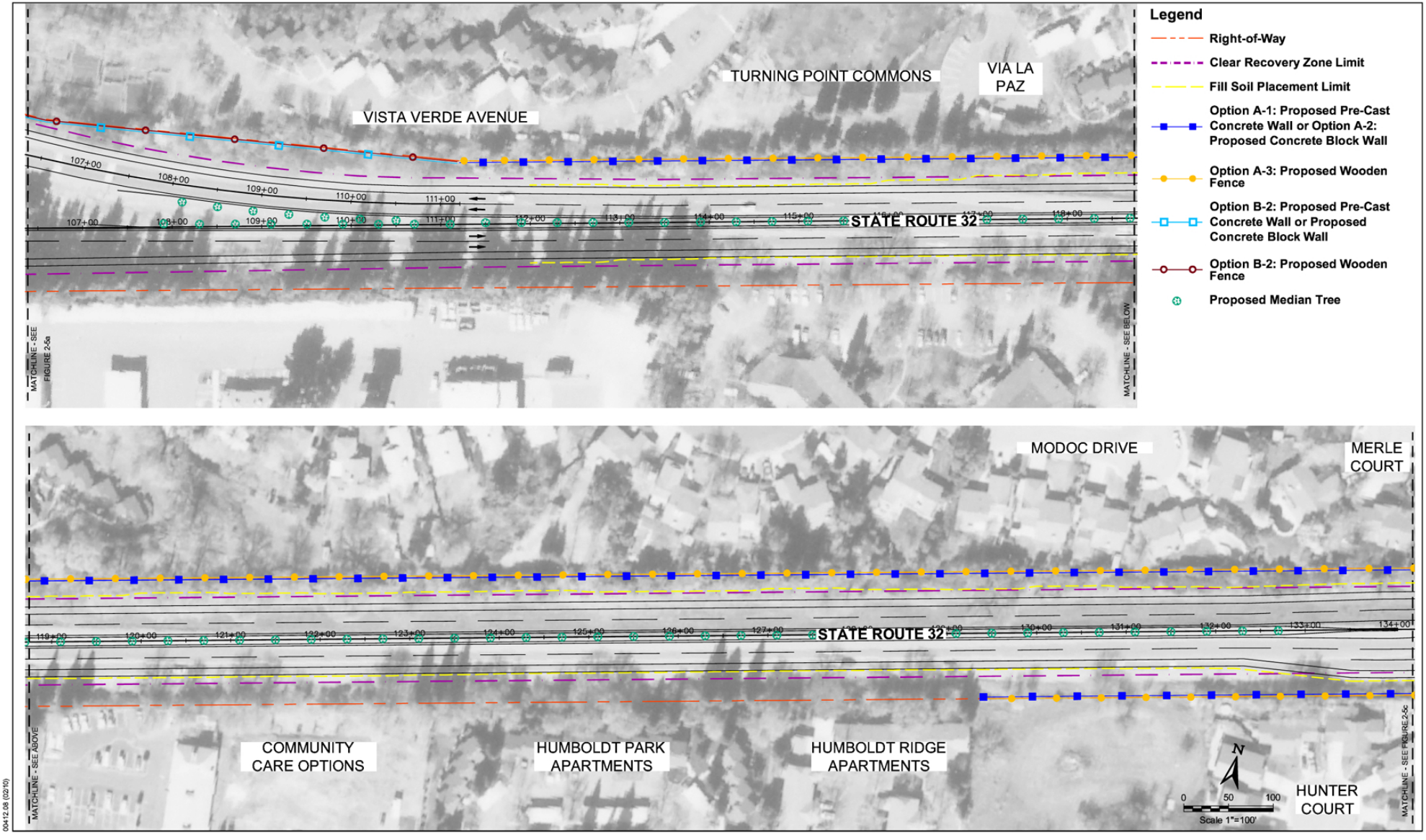

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Figure 2-5b
Timber Barrier Alternative, including Proposed Sound Barrier

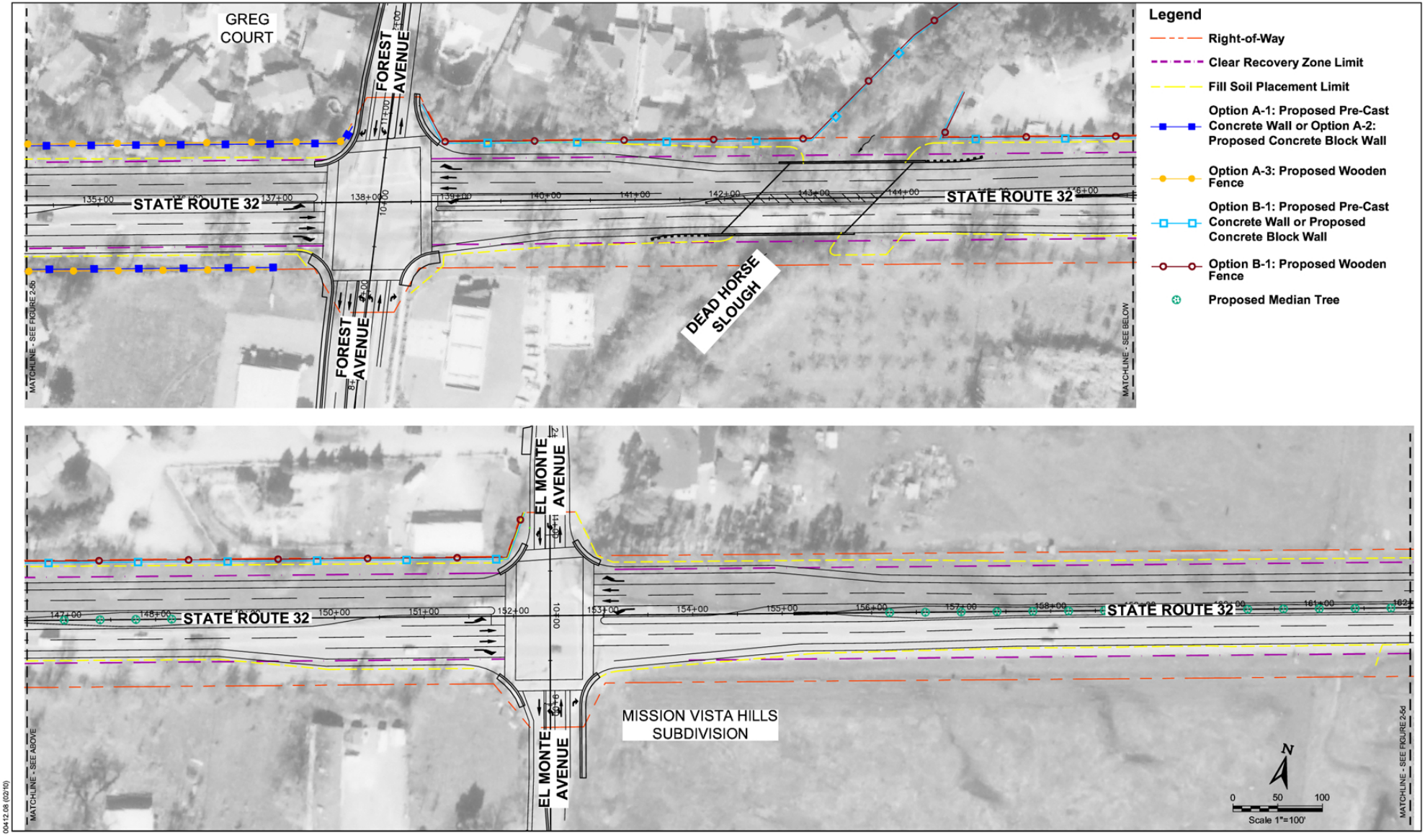

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Figure 2-5c
Timber Barrier Alternative, including Proposed Sound Barrier

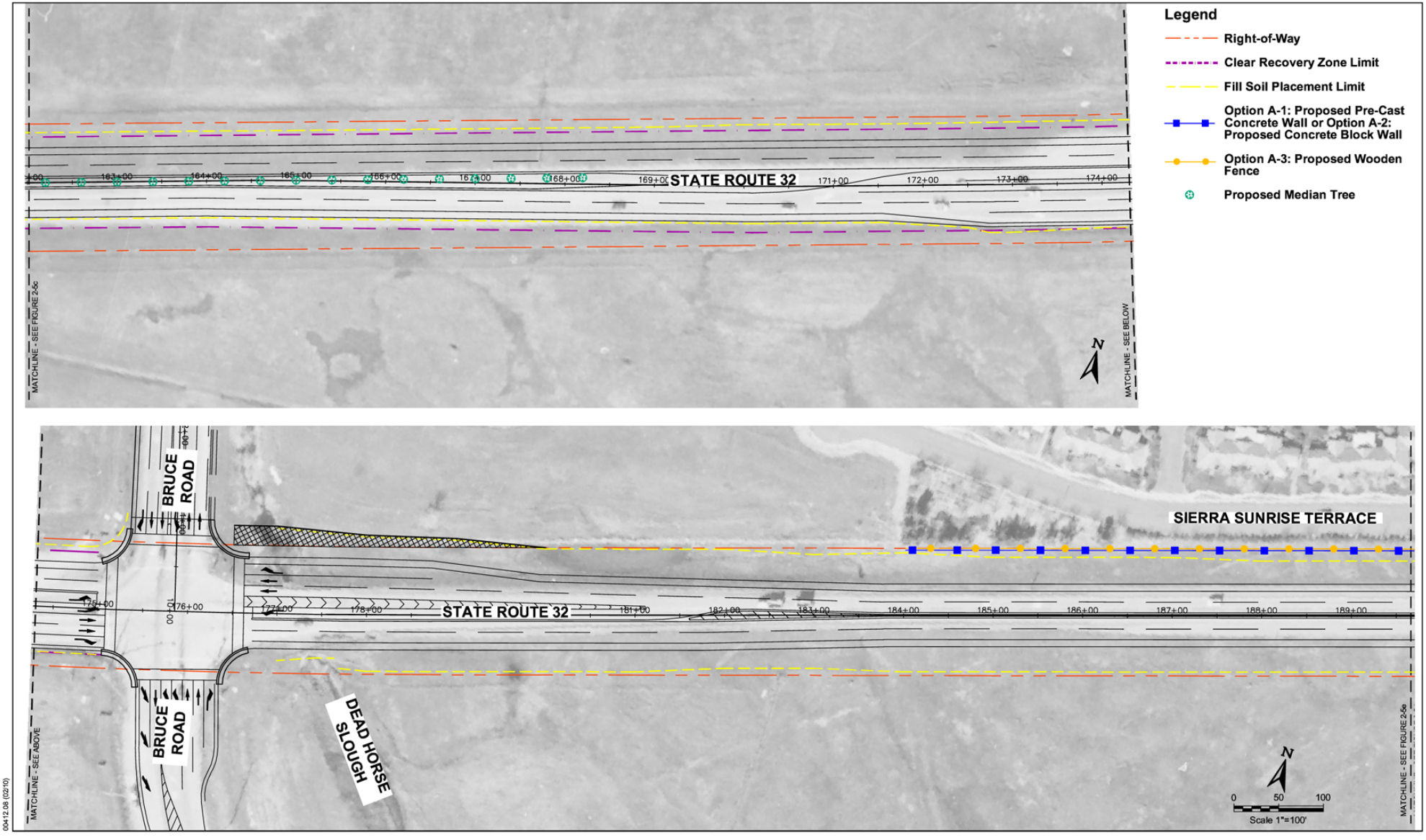

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Figure 2-5d
Timber Barrier Alternative, including Proposed Sound Barrier

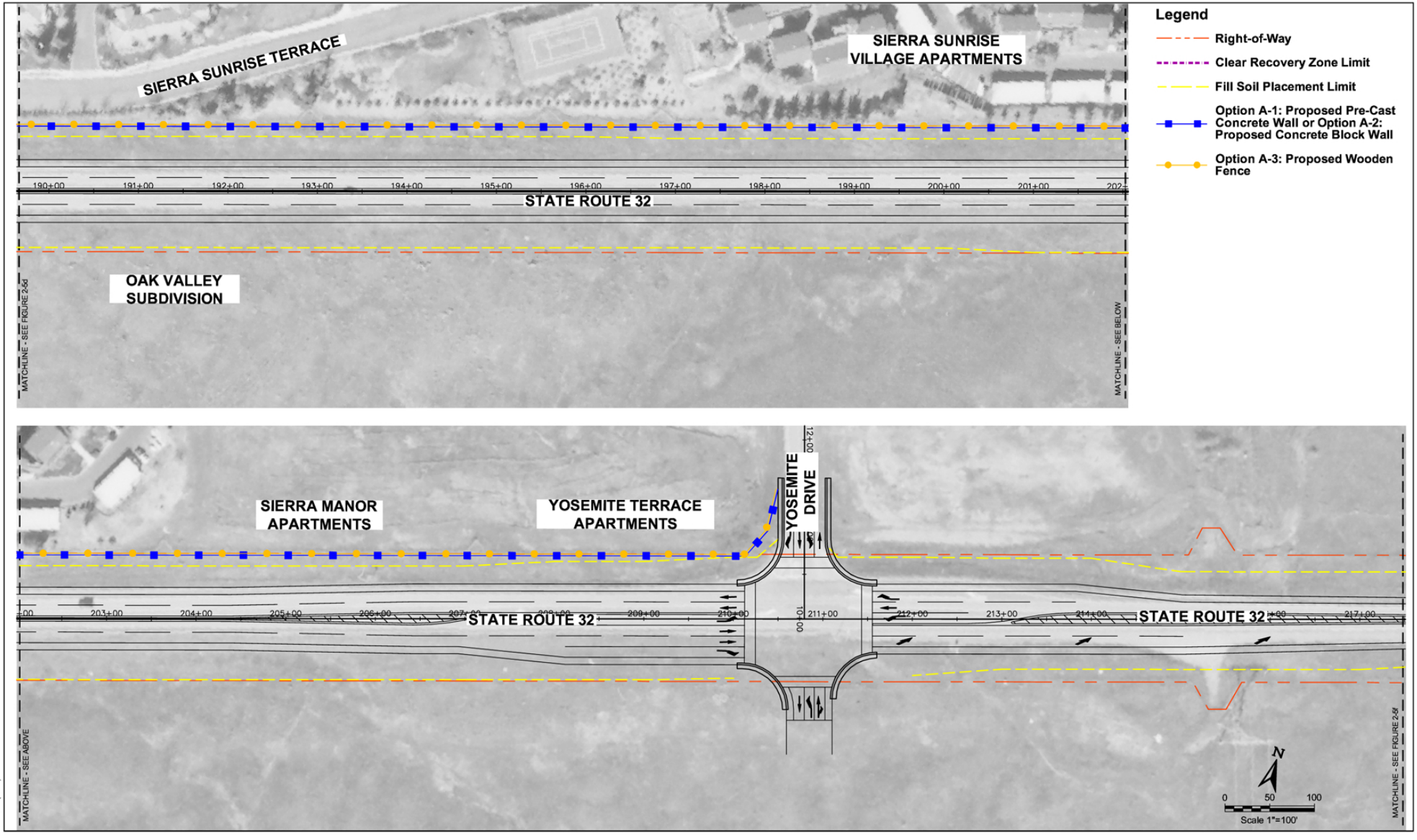

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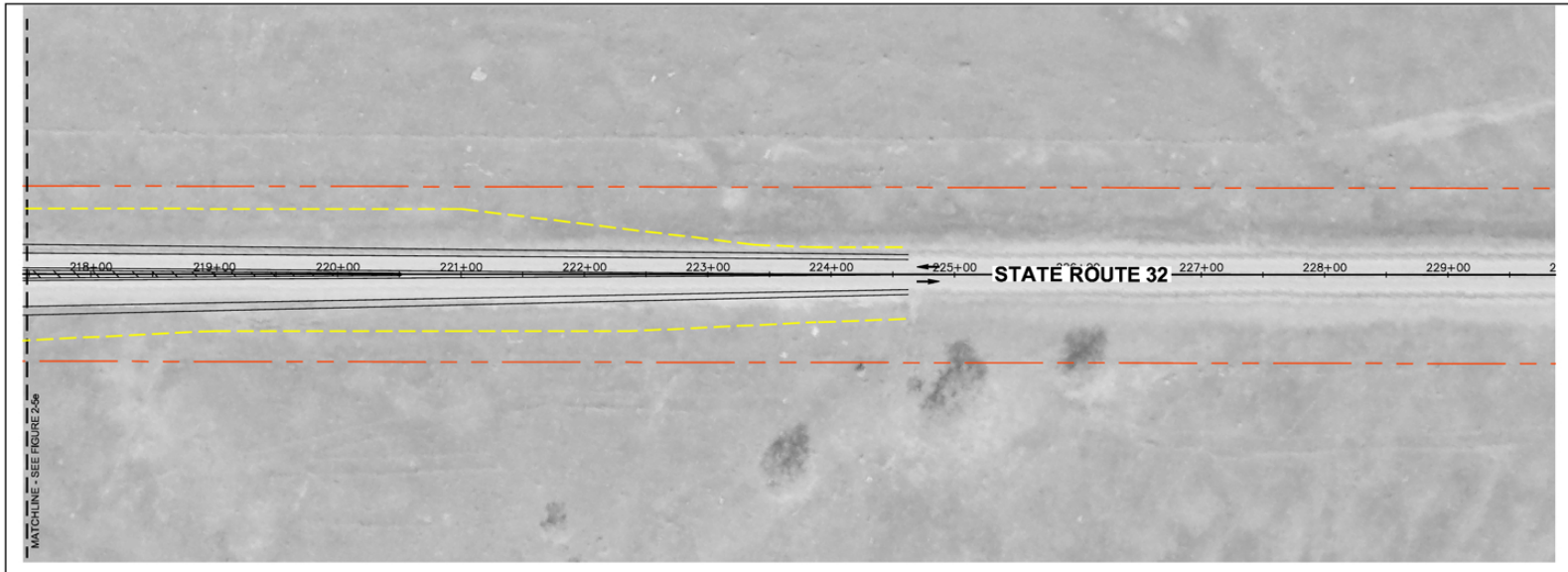
Figure 2-5e
Timber Barrier Alternative, including Proposed Sound Barrier



Legend

- Right-of-Way
- Clear Recovery Zone Limit
- Fill Soil Placement Limit

N

0 50 100

Scale 1"=100'

00412.08 (02/10)

Figure 2-5f
Timber Barrier Alternative, including Proposed Sound Barrier

Chapter 3
Summary Tables

This chapter contains the two summary tables from the draft EIR. Table S-1 summarizes the environmental impacts associated with the proposed project and the proposed mitigation measures described in the project's 2007 Initial Study for all environmental topics with the exception of noise, air quality, biological resources, and visual resources. Table S-2 summarizes the project's impacts and mitigation measures for noise, air quality, biological resources, and visual resources. These tables are the same ones that appeared in the draft EIR except that the impacts and mitigation measures from the initial study have been numbered in Table S-1 to facilitate easy identification of them in the Findings of Fact for this project. The impact and mitigation measure numbers are underlined to indicate added text. No other changes to the project impacts and mitigation measures were needed to respond to comments received during the draft EIR public review period (See footnote "a" of Table S-1 for an explanation of changes that have been made to the mitigation measures.).

The following revision also needs to be made to the third bullet on page S-2 of the draft EIR. This revision corrects an incorrect measurement that was provided in the text. The location of the sound barrier described in this bullet has not been altered from what is shown in the figures in the draft EIR:

- on the south side of SR 32 from approximately 800 ~~2,200~~ feet west of Forest Avenue to Forest Avenue.

Table S-1. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project Initial Study (February 2007)[a]

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
Cultural Resources				
Cause a substantial adverse change in the significance of a historical or archeological resource as defined in Public Resources Code Section 15064.5.	Impact CR-1: No adverse changes to known historic resources within the project area. Potential for adverse effect to potentially significant but as of yet unidentified cultural/historical resources through excavation and earthmoving activities associated with the proposed project (Significant—Less than significant)	Mitigation Measure CR-1a: If buried resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, the contractor will stop work in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City, Caltrans and other appropriate agencies. Further mitigation and/or construction shall be consistent with the recommendations of the archaeologist. Any cultural resources found during construction will be recorded or described in a professional report and submitted to the Northeast Information Center at CSU Chico. The City will be responsible for preparing the report. Mitigation Measure CR-1b: If human remains are discovered during project construction, the contractor shall stop all work at the discovery location and any nearby area reasonably suspected to overlie adjacent human remains (Public Resources Code, Section 7050.5). The County Coroner shall be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it shall be necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of Native American Heritage Commission (NAHC) (Public Resource Code, Section 5097). The coroner shall contact Native	Same impact and mitigation measures as proposed project	No project-related impact

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
		American Heritage Commission. The descendents or most likely descendents of the deceased shall be contacted. Work shall not resume until the descendents have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Public Resource Code, Section 5097.98. Work may resume if the NAHC is unable to identify a descendant or the descendant fails to make a recommendation. If human remains are found, the City and Caltrans will work with the NAHC as described on the NAHC web page regarding the treatment of human remains: http://nahc.ca.gov/profguide.html.		
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	No direct or indirect impacts to unique paleontological resources or sites or unique geologic features (No impact)	None required	Same impact and mitigation measures as proposed project	No project-related impact
Disturb any human remains including those interred outside of formal cemeteries.	Impact CR-2: Potential to disturb as of yet unidentified human remains, including those interred outside of formal cemeteries (Significant—Less than significant)	Mitigation Measure CR-1b: If human remains are discovered during project construction, the contractor shall stop all work at the discovery location and any nearby area reasonably suspected to overlie adjacent human remains (Public Resources Code, Section 7050.5). The County Coroner shall be contacted to determine if the cause of death must be investigated.	Same impact and mitigation measures as proposed project	No project-related impact

Table S-1. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project Initial Study (February 2007)[a]

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
Geology and Soils				
Expose people or structures to potential adverse effects involving seismic-related liquefaction.	Impact GS-1: Potential for saturated alluvial soils in the vicinity of Dead Horse Slough to become subject to moderate liquefaction risk during seismic events (Significant—Less than significant)	Mitigation Measure GS-1: The project will be designed to conform to the conclusions and recommendations of the final foundation investigation as it related to the design and construction of Dead Horse Slough bridge.	Same impact and mitigation measures as proposed project	No project-related impact
Expose people or structures to potential adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides; result in substantial soil erosion or the loss of topsoil; be located on a geologic unit or soil that is unstable and potentially result in subsidence or be liquefaction; or be located on expansive soils.	Impact GS-2: Potential to expose people or structures to risks of loss, injury, or death related to earthquakes, seismic ground shaking, seismic-related ground failure, landslides, or expansive soils or to result in substantial soil erosion (Significant—Less than significant)	Mitigation Measure GS-2a: The project will be designed to conform to the conclusions and recommendations of the final geotechnical report as they relate to structural sections, earthwork, sound walls and drainage to mitigate potential geologic and soil constraints. Mitigation Measure GS-2b: The contractor shall submit and obtain approval of an erosion control plan from the City of Chico. The erosion control plan will be designed to limit the effects of soil erosion and water degradation during construction. This plan will be prepared in accordance with City requirements. Construction plans and specifications for all elements of the project shall include provisions for erosion control in the event of non-seasonal or early seasonal rainfall during construction, as well as for disturbed area that remain unvegetated during the rainy season. In addition, rainy season control measures shall be in place and operational before October 15th of each year.	Same impact and mitigation measures as proposed project	No project-related impact

Table S-1. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project Initial Study (February 2007)[a]

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
Hazards and Hazardous Materials				
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, would create a significant hazard to the public or the environment.	Impact HAZ-1: Potential for construction workers to be exposed to hazardous materials in the area of South Fork Dead Horse Slough within at least 100 feet to the south of SR 32 and on the east side of Bruce Road within 400 feet south of SR 32 (Significant—Less than significant)	Mitigation Measure HAZ-1a: A focused site characterization report will be prepared and submitted to Regional Board describing sampling and analysis activities within the SR 32 right-of-way along the South Branch Dead Horse Slough. Based on the findings of this report, a remedial design and implementation plan will be prepared and submitted to the Regional Board. Any soil found to contain hazardous material concentrations above any federal or state remediation action levels would be classified in accordance with Title 22 of the California Code of Regulations, and removed to a suitable off-site facility. Excavation activities would be conducted in accordance with the approval from Regional Board, the Streambed Alteration Agreement from DFG, and an Authority to Construct permit from the Butte County Air Quality Management District (BCAQMD). If testing indicates that the concentrations are below regulatory action levels, the soil may be used on-site or disposed of at a Class II or Class III landfill. Mitigation Measure HAZ-1b: The contractor will develop and implement a spill prevention and control program to minimize the potential for, and effects from spills of hazardous, toxic or petroleum substances during construction of the project. The program would be a component of the Storm Water Pollution Prevention Plan. If a spill is reportable under federal, state, or local regulations, the contractor will notify the City of Chico, Butte County Environmental Health and California Department of Toxic Substances Control, which has spill response and cleanup ordinances to govern emergency spill response.	Same impact and mitigation measures as proposed project	No project-related impact

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
		Mitigation Measure HAZ-1c: A written description of reportable releases will be submitted to the Regional Water Quality Control Board (RWQCB). This submittal would include a description of the release, including the type of material and an estimate of the amount spilled; the date of the release; an explanation of why the spill occurred; and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form		
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Impact HAZ-2: Potential exposure of hazardous material present in the yellow traffic striping during project construction (Significant—Less than significant)	Mitigation Measure HAZ-2: Yellow traffic striping will be removed and disposed of in a manner consistent with the handling of solids containing hazardous levels of metals	Same impact and mitigation measures as proposed project	No project-related impact
	Impact HAZ-3: No potential exposure of construction workers to soils containing hazardous levels of aerially deposited lead based on the 2006 aerially deposited lead study conducted along project alignment. Study included 160 samples that were tested for total lead concentration, soluble lead, and pH. The four highest total lead samples were analyzed using the toxicity characteristic leaching procedure. Based on this assessment, the soil to be excavated can be classified as non-hazardous and can be reused or disposed of without restriction with respect to lead. (Less than significant—Less than significant)	None required	Same impact and mitigation measures as proposed project	No project-related impact

Table S-1. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project Initial Study (February 2007)[a]

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
Hydrology and Water Quality				
Violate any water quality standards or waste discharge requirements.	Impact HWQ-1: Increase in impervious surfaces contributing to additional water runoff and the potential to violate discharge requirements (Significant—Less than significant)	Mitigation Measure HWQ-1a: The project will be designed to conform to the conclusions and recommendations of the Final Location Hydraulic Study Report, Final Bridge Design Hydraulic Study, and Storm Water Data Report. Mitigation Measure HWQ-1b: The contractor will avoid and minimize potential construction-related water quality impacts through compliance with the Regional Board by preparing and submitting the following water quality permits and plans. ■ Enrollment into the National Pollutant Discharge Elimination System (NPDES) Statewide Construction General Permit by submission of a Notice of Intent. ■ Preparation of a Storm Water Pollution Prevention Plan (SWPPP) for minimizing and avoiding impacts to water quality during construction activities. Mitigation Measure HWQ-1c: The contractor will be responsible for understanding and following the guidelines set forth in the Caltrans Storm Water Quality Handbook, Construction Best Management Practices (BMPs) Manual, March 2003 or latest edition. Measures consistent with the current Caltrans Construction Site BMPs Manual, including the SWPPP and Water Pollution Control Program (WPCP) Manuals, will be implemented to ~~minimize effects to listed species during construction~~include an integrated approach that addresses the stormwater quality activities of various functional units, including construction.	Same impact and mitigation measures as proposed project	No project-related impact

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
		Mitigation Measure HWQ-1d: The contractor will prepare a site-specific SWPPP for the project to protect receiving waters from pollution. The SWPPP will include standard sediment and erosion control measures which will include limiting soil disturbances during the winter rainfall season. Given the site-specific conditions of the project area, the SWPPP for this project will generally include limiting soil disturbances during the winter rainfall season of October 15 through April 15 and fully stabilizing disturbed areas prior to December 1. Standard sediment erosion control measures, such as silt fencing, straw bale barriers, sediment traps, or other measures could also directly reduce the offsite transport of sediment from disturbed slopes. Existing vegetation that can be preserved will be identified and flagged or fenced to avoid disturbance. Erosion in disturbed areas will be controlled through the use of grading operations that eliminate direct routes for conveying runoff to drainage channels and use of soil stabilization BMPs, such as mulching, erosion control fabrics, and/or reseeding with grass or other plants where necessary. Standard staging area practices for sediment tracking reduction also will be identified where necessary including vehicle washing and street sweeping. Temporary concentrated flow conveyance systems also will be considered, such as berms, ditches, and outlet flow-velocity dissipation devices to reduce erosion from newly disturbed slopes. The contractor will regularly inspect and maintain the BMPs in good working order.		

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
		Mitigation Measure HWQ-1e: The City will incorporate permanent post-construction BMPs in the project design to avoid or minimize long-term water quality impacts, pursuant to the NPDES storm water permit. Appropriate BMPs for the project site could include stabilization measures such as preservation of existing vegetation, concentrated flow conveyance systems (ditches, berms, drains, flared culvert end sections, outlet protection, and flow-velocity dissipation), and slope roughening or terracing for new cut-and-fill slopes as deemed necessary by the project engineer. Slope protection measures will be implemented to control erosion such as reducing the length of disturbed slopes, reducing the gradient of slopes, and preventing concentrated flow over slope soils. The City will be responsible for long-term inspection and maintenance of the permanent BMPs to ensure that they are maintained in good working order.		
Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site.	Impact HWQ-2: Potential to increase likelihood of flooding following project construction (Significant—Less Than Significant)	All above listed mitigation measures specified under "Hydrology and Water Quality"	Same impact and mitigation measures as proposed project	No project-related impact

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
Substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site.	Impact HWQ-3: Potential to create or contribute to water runoff in exceedance of existing stormwater drain capacity or otherwise degrade water quality; bridge to be constructed during summer months when the channel is dry. In the unlikely event that there is water in the channel when construction occurs, dewatering would be required when the concrete is poured for the piles. (Significant—Less than significant)	All above listed mitigation measures specified under "Hydrology and Water Quality"	Same impact and mitigation measures as proposed project	No project-related impact
Land Use and Planning				
Be inconsistent with General Plan or Specific Plan policies or zoning regulations.	Impact LU-1: Consistent with existing City of Chico General Plan which identifies the project extent of SR 32 as a four-lane major arterial (Less than significant)	None required	Same impact and mitigation measures as proposed project	Inconsistent with City of Chico General Plan
Result in substantial conflict with the established character, aesthetics or functioning of the surrounding community.	Potential for conflict with established character and aesthetics of the surrounding neighborhood (see Chapter 6, "Visual Resources")	See Chapter 6, "Visual Resources"	See Chapter 6, "Visual Resources"	No project-related impact
Open Space and Recreation				
Affect land preserved under an open space contract or easement or an existing or potential community recreation area.	No effect on land preserved under an open space contract or an existing or potential community recreation area or park (No impact)	None required	Same impact and mitigation measures as proposed project	No project-related impact

Table S-1. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project Initial Study (February 2007)[a]

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
Population and Housing				
Induce substantial population growth in an area either directly or indirectly.	Project is intended to provide additional capacity needed as result of approved and planned development on and near SR 32 between SR 99 and Yosemite Drive. No installation or extension of utilities outside of the SR 32 right-of-way, and therefore, no project-related inducement of unplanned population growth. No displacement of existing housing units or creation of the need for new housing in the future (No impact)	None required	Same impact and mitigation measures as proposed project	No project-related impact
Public Services				
Affect fire protection, police protection, maintenance of public facilities, or other government services.	Impact PS-1: Temporary impacts to emergency services such as fire protection, police protection, schools, and other government services during project construction due to construction-related delays (Significant—Less than significant)	Mitigation Measure PS-1a: The contractor will prepare and implement a coordinated Transportation Management Plan (TMP) for the project that addresses local and Caltrans concerns. The TMP shall be submitted to the City, Caltrans, Butte Regional Transit, California Highway Patrol, and Chico Unified School District 30 days prior to commencement of construction. The TMP shall be consistent with City and Caltrans policies and procedures. ■ The local aspect of the TMP will identify the locations of any temporary detours and signage to facilitate local traffic patterns and through-traffic requirements. ■ The Caltrans aspect of the TMP will identify TMP strategies that will be considered for the project include Construction Zone Enhanced Enforcement Patrol, lane closure, and	Same impact and mitigation measures as proposed project	No project-related impact

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
		maintaining traffic. Most of the construction along State Route 32 will take place behind temporary K-railing with traffic attenuators placed as necessary. the design of the project and the TMP, especially staging and traffic control systems, will be coordinated closely with the Caltrans District 3 TMP coordinator. ■ The TMP will include measures to facilitate coordination with Butte Regional Transit to ensure that B-line bus routes are not adversely affected during project construction. ■ The TMP will include measures to facilitate coordination with the California Highway Patrol to ensure that operations out of its office at 995 Fir Street will not be adversely affected during project construction. Mitigation Measure PS-1b: The contractor will provide 10 days notice to emergency service providers (i.e., law enforcement, fire protection, ~~and~~ ambulance service, and the California Highway Patrol), Butte Regional Transit, and the Chico Unified School District of any construction activity that would hinder emergency vehicle response time, bus travel routes, or access to or from the school. Mitigation Measure PS-1c: The contractor will provide 10 days notice to residents, businesses and the school to minimize construction conflicts. Construction activities will be coordinated to avoid blocking or limiting access to homes, business, and properties to the maximum extent possible. Residents and businesses will be advised about potential access or parking effects before construction activities begin.		

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
		Mitigation Measure PS-1d: The contractor shall provide a parking plan ~~to~~ that identifies sites at which ~~accommodate~~ construction equipment storage/staging and parking for construction workers can occur at the same locations. For each construction phase, the parking plan will identify sites for construction staging/equipment/worker parking to avoid effects on local residents and businesses. Mitigation Measure PS-1e: The contractor will also include measures in the TMP to ensure provision of safe travel for pedestrians and bicyclists during construction. The TMP will also ensure that all affected roadway facilities remain compliant with the American Disabilities Act during construction.		
Affect fire protection, police protection, maintenance of public facilities, or other government services.	Impact PS-2: No impacts on emergency response related to changing Fir Street from a two-way to a one-way northbound-only street based on input from the City of Chico Police Department and the California Highway Patrol (Less than significant)	None required	Same impact and mitigation measures as proposed project	No project-related impact
Transportation and Circulation Factors				
Affect traffic volumes which exceed established LOS standards on roadway segments or at intersections, or which do not meet applicable General Plan standards.	Impact T-1: Short-term construction-related impacts (Significant—Less than significant)	Mitigation Measure T-1: The contractor shall prepare a Transportation Management Plan (TMP) for the project. Consistent with Caltrans policy and procedures, the design of the project and the TMP, especially staging and traffic control systems, will be coordinated closely with the Caltrans District 3 TMP coordinator. TMP strategies that will be considered for the project include Construction Zone Enhanced Enforcement Patrol, lane closure, and	Same impact and mitigation measures as proposed project	No project-related impact

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
		maintaining traffic. Most of the construction will take place behind temporary K-railing with traffic attenuators placed as necessary		
Affect traffic volumes which exceed established LOS standards on roadway segments or at intersections, or which do not meet applicable General Plan standards.	Impact T-2: All evaluated intersections would have levels of service (LOS) C or better in 2010 and LOS D or better in 2030 thereby achieving the City of Chico's minimum LOS D for intersections (Less than significant)	None required	Same impact and mitigation measures as proposed project	Unacceptable levels of service at a number of intersections in 2010 (see Table 16 in the project Initial Study contained in Appendix A) and 2030 (see Table 17 in the project IS)
Result in the absence of bikeway facilities in the general locations identified in the applicable General Plan or Chico Urban Area Bicycle Plan; be inconsistent with applicable policies or design requirements and safety standards; or be inconsistent with travel characteristics which are not consistent with standards in the Butte County Congestion Management Plan, or other General Plan Transportation Systems Management policies.	Impact T-3: Project consistent with the City of Chico General Plan including policies related to Transportation System Management, Chico Urban Area Bicycle Plan, and the Butte County Congestion Management Plan (Less than significant)	None required	Same impact and mitigation measures as proposed project	Inconsistent with City of Chico General Plan

Table S-1. Summary of Proposed Project Impacts and Mitigation Measures Identified in the State Route 32 Widening Project Initial Study (February 2007)[a]

Proposed Project with Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]			Timber Structure Barrier Alternative with Proposed Sound Barrier (Options A1, A2, A3, A4, B1, and B2)[c]	No-Project Alternative[c]
Significance Threshold A project impact is considered significant if it has the potential to:	**Impact[b]**	**Mitigation Measures**		
Utilities and Service Systems				
Affect or result in the need for new systems or substantial alterations to facilities related to water for domestic uses; fire protection; natural gas, electricity, telephone, or other communications; or storm drainage.	Impact U-1: Potential impacts to utility lines that cross SR 32 including water and wastewater pipes, electrical lines and a Western Area Power Administration 230 kV transmission line just east of the Yosemite Drive intersection (Significant—Less than significant)	Mitigation Measure U-1: During project construction, construction of utility crossings at intersections along SR 32 will be constructed on an as-needed basis for various utilities (such as water, wastewater, drainage, electrical, communications, telephone, gas, etc.), as determined to be needed in coordination with the various service providers. These utility crossings would "stub out' within the project limits on the north and south sides of SR 32.	Same impact and mitigation measures as proposed project	No project-related impact
Affect or result in the need for new systems or substantial alterations to facilities related to water for domestic uses; fire protection; natural gas, electricity, telephone, or other communications; or storm drainage.	Impact U-2: Minor impacts to existing drainage system with post-project roadway drainage sheet flowing to adjacent roadside ditches. Drainage improvements will be constructed in the vicinity of Forest Avenue, El Monte Avenue, and Bruce Road connecting the existing roadside drainage system Dead Horse Slough. (Less than significant)	None required	Same impact and mitigation measures as proposed project	No project-related impact
Affect or result in the need for new systems or substantial alterations to facilities related to water for domestic uses; fire protection; natural gas, electricity, telephone, or other communications; or storm drainage.	Impact U-3: Avoid necessity of requiring new entitlements for water supplies and services, new landfill services, and complying with federal, state, and local statutes and other solid waste regulations (No impact)	None required	Same impact and mitigation measures as proposed project	No project-related impact

[a] This table does not include the impacts and mitigation measures related to aesthetics, air quality, biological resources, or noise since these topics are covered in this EIR. Mitigation measures that show omitted and added text were included in the project Initial Study and have been clarified in this table.

[b] Significance conclusions based on the identified significance thresholds: (Significance conclusion before mitigation—significance conclusion after mitigation)

[c] The project IS does not include analysis of these alternatives. The impacts associated with these alternatives were determined based on comparing the project impacts, as identified in the IS, with the characteristics of the alternatives.

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
		Sound Barrier Options							
Impacts[a]	**Mitigation Measures**	**A1: 6-Foot High Pre-Cast Concrete Wall**	**A2: 6-Foot High Concrete Block Wall**	**A3: 6-Foot High Wooden Fence**	**A4: 8-Foot High Barrier**	**B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32**	**B2: Extend Barrier East of Fir Street on North Side of SR 32**		
Noise									
Impact NZ-1: Exposure of Noise Sensitive Land Uses to Increased Traffic Noise (Less than Significant—Less than Significant)	None required	2030 with project noise levels meets City noise standards and results in less than cumulatively considerable noise impacts	Same as Option A1	Same as Option A1	Reduces noise levels by as much as 4 dB (nearly imperceptible)	6-foot barrier: Reduces 2030 with project noise levels by 1–2 dB as compared with having no barrier at this location 8-foot barrier: Reduces 2030 with project noise levels by 1–5 dB as compared with having no barrier at this location	6-foot barrier: Reduces 2030 with project noise levels by 4–7 dB as compared with having no barrier at this location 8-foot barrier: Reduces 2030 with project noise levels by 6–9 dB as compared with having no barrier at this location	Same as proposed project	No project-related noise impacts; 2030 noise levels without project would be 2–4 dB higher than under existing conditions
Impact NZ-2: Exposure of Noise Sensitive Land Uses to Construction Noise (Potentially Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure NZ-2a: Employ Noise-Reduction Construction Measures ■ Noise shall not exceed, at any point outside of the property plane, 70 dBA between the hours of 7:00 a.m. and 9:00 p.m. or 60 dBA between the hours of 9:00 p.m. and 7:00 a.m. on any residential property. Where construction is required during nighttime hours, construction activity shall be staged so that it does not occur over an extended period of time (i.e., more than 14 days at a time). Noise due to construction is exempt from the City's noise ordinance, provided that construction occurs between the hours of 7:00 a.m. and 9:00 p.m., Monday through Saturday, and between 10:00 a.m. and 6:00 p.m., Sundays and holidays, and does not exceed 83 dBA 7.6 meters (25 feet) from the source or 86 dBA at any point outside of the property plane of the project. ■ See other specific measures identified in Chapter 3, "Noise"	Noise impacts during construction would be short-term and intermittent and would comply with Caltrans specifications; there may be instances in which construction activity could be in excess of City's construction noise limits without mitigation	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impacts

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
		Sound Barrier Options							
Impacts[a]	**Mitigation Measures**	**A1: 6-Foot High Pre-Cast Concrete Wall**	**A2: 6-Foot High Concrete Block Wall**	**A3: 6-Foot High Wooden Fence**	**A4: 8-Foot High Barrier**	**B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32**	**B2: Extend Barrier East of Fir Street on North Side of SR 32**		
Air Quality									
Impact AIR-1: PM10 Dust Impacts Would Exceed BCAQMD's Significance Threshold (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure AIR-1a: Implement Measures from Butte County Air Quality Management District's (BCAQMD) CEQA Air Quality Handbook	Reactive organic gases (ROG) and nitrogen oxides (NO_x) emissions would exceed BCAQMD's Level B (potentially significant impact) threshold, but would be less than Level C (significant impact) threshold; PM10 emissions would exceed Level C threshold	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impacts
Impact AIR-2: No Emissions of Naturally Occurring Asbestos (NOA) (Less than Significant—Less than Significant)	None required	NOA is not expected to occur in project area	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impacts
Impact AIR-3: Release of Asbestos during Demolition (Less than Significant—Less than Significant)	None required	Project Initial Site Assessment indicates that no asbestos-containing materials observed on Dead Horse Slough Diversion Channel Bridge	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impacts
Impact AIR-4: Increase in NO_x, PM10, and CO Emissions; No Change in Reactive Organic Gases (ROG) (Less than Significant—Less than Significant)	None required	2010 and 2030 with project emissions would be less than BCAQMD's significance thresholds	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	2010 without project ROG emissions similar to with project and slightly higher for NO_x and CO, as compared to with project; 2030 without project slightly higher for all three pollutants as compared to with project

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
		Sound Barrier Options							
Impacts[a]	**Mitigation Measures**	**A1: 6-Foot High Pre-Cast Concrete Wall**	**A2: 6-Foot High Concrete Block Wall**	**A3: 6-Foot High Wooden Fence**	**A4: 8-Foot High Barrier**	**B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32**	**B2: Extend Barrier East of Fir Street on North Side of SR 32**		
Impact AIR-5: Increase in Carbon Monoxide (CO) Concentrations (Less than Significant—Less than Significant)	None required	CO emissions less than ambient standards	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Since SR 32 would be slightly closer to sensitive receptors, slightly higher CO concentrations for receptors north of each intersection and slight decrease for receptors south of SR 32	2010 and 2030 without project CO emissions less than ambient standards
Impact AIR- 6: Increase in Mobile Source Air Toxic (MSAT) Emissions (Less than Significant—Less than Significant)	None required	Based on federal criteria, low potential for significant MSAT effects	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	Since lower VMT for 2010 and 2030 without project, lower MSAT emissions as compared to proposed project
Impact AIR-7: Increase in PM10/PM2.5 Hot Spots (Less than Significant—Less than Significant)	None required	Based on federal criteria, project is not a Project of Air Quality Concern relative to PM10/2.5	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	Since lower VMT for 2010 and 2030 without project, lower PM10//2.5 emissions as compared to proposed project
Impact AIR-8: Increase in GHG Emissions (Less than Significant—Less than Significant)	None required	Reduction in carbon dioxide emissions in 2030 as compared to 2030 without project	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	In 2010, slightly lower greenhouse gas emissions as compared to with project condition; in 2030, minor increase in GHG emissions as compared to no-project
Impact AIR-9: Project Meets Regional and Project-Specific Conformity Requirements (Less than Significant—Less than Significant)	None required	Project is in a conforming plan	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	Not applicable

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
		Sound Barrier Options							
Impacts[a]	**Mitigation Measures**	**A1: 6-Foot High Pre-Cast Concrete Wall**	**A2: 6-Foot High Concrete Block Wall**	**A3: 6-Foot High Wooden Fence**	**A4: 8-Foot High Barrier**	**B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32**	**B2: Extend Barrier East of Fir Street on North Side of SR 32**		
Biological Resources									
Impact BIO-1: Loss of Riparian Vegetation and Wetland (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-1a: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions Mitigation Measure BIO-1b: Install Construction Barrier Fencing to Protect Sensitive Biological Resources Adjacent to the Construction Zone Mitigation Measure BIO-1c: Retain a Biological Monitor Mitigation Measure BIO-1d: Minimize Loss of Trees Mitigation Measure BIO-1e: Compensate for Loss of Riparian Habitat	Direct impacts on 0.202 acre of wetland riparian habitat due to roadway and bridge widening	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	No project-related impact
Impact BIO-2: Loss of Fresh Emergent Wetland (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-2a: Compensate for Loss of Fresh Emergent Wetland	Direct loss of 0.011 acre of fresh emergent wetland in South Fork Dead Horse Slough due to roadway widening and extension or replacement of bridge culvert	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-3: Loss of Vernal Pool, Vernal Swale, and Seasonal Wetland (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-3a: Compensate for Loss of Vernal Pool, Vernal Swale, and Seasonal Wetland	Direct loss of 0.265 acre and indirect impacts on 0.906 acre of vernal pool, vernal swale, and seasonal wetland habitat due to widening of SR 32 east of El Monte Avenue	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-4: Loss of Seasonal Drainage (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-4a: Compensate for Temporary and Permanent Loss of Seasonal Drainage	Direct impacts on 0.013 acre and 0.010 acre of temporary impacts on seasonal drainage habitat due to bridge widening and extension or replacement of culvert at bridge	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
		Sound Barrier Options							
Impacts[a]	**Mitigation Measures**	**A1: 6-Foot High Pre-Cast Concrete Wall**	**A2: 6-Foot High Concrete Block Wall**	**A3: 6-Foot High Wooden Fence**	**A4: 8-Foot High Barrier**	**B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32**	**B2: Extend Barrier East of Fir Street on North Side of SR 32**		
Impact BIO-5: Loss of Butte County Meadowfoam (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-5a: Compensate for Loss of Butte County Meadowfoam (BCM) and Its Habitat	Direct loss of 0.001 acre and indirect impacts on 0.183 acre of BCM habitat due to roadway widening east of El Monte Avenue	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-6: Potential Mortality and Loss or Degradation of Habitat for Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-1a: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions Mitigation Measure BIO-1c: Retain a Biological Monitor Mitigation Measure BIO-6a: Fence Habitat for Vernal Pool Branchiopods and Implement Erosion Control Measures Mitigation Measure BIO-6b: Implement Erosion Control Measures Mitigation Measure BIO-6c: Avoid Changes in Hydrology and Avoid or Minimize Long-Term Water Quality Impacts Mitigation Measure BIO-6d: Compensate for Direct and Indirect Impacts to Vernal Pool Branchiopod Habitat	Direct loss or disturbance of 0.265 acre of suitable habitat for listed vernal pool branchiopods due to roadway widening; indirect effect to 0.904 acre of suitable habitat located within 250 feet of construction area	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-7: Potential Mortality and Loss of Habitat for Valley Elderberry Longhorn Beetle (No impact OR Significant—Less than Significant with Mitigation Incorporated, depending on sound barrier option)	Mitigation Measure BIO-7a: Compensate for Impacts to Valley Elderberry Longhorn Beetle and its Habitat	No impact	No impact	No impact	No impact	Removal and/or disturbance within 20 feet of an elderberry cluster located between Forest Avenue and Dead Horse Slough	No impact	Same as Options A1, A2, A3, A4, B1, and B2	No project-related impact
Impact BIO-8: Potential Mortality of Western Spadefoot Toads and Loss or Degradation of Suitable Habitat (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-1a: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions Mitigation Measure BIO-1c: Retain a Biological Monitor Mitigation Measure BIO-6a: Fence Habitat for Vernal Pool Branchiopods and Implement Erosion Control Measures Mitigation Measure BIO-6b: Implement Erosion Control Measures Mitigation Measure BIO-6c: Avoid Changes in Hydrology and Avoid or Minimize Long-Term Water Quality Impacts	Loss or disturbance to suitable habitat for western spadefoot toads due to impacts on vernal pool habitat due to bridge widening and extension or replacement of bridge culvert	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
		Sound Barrier Options							
Impacts[a]	**Mitigation Measures**	**A1: 6-Foot High Pre-Cast Concrete Wall**	**A2: 6-Foot High Concrete Block Wall**	**A3: 6-Foot High Wooden Fence**	**A4: 8-Foot High Barrier**	**B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32**	**B2: Extend Barrier East of Fir Street on North Side of SR 32**		
	Mitigation Measure BIO-6d: Compensate for Direct and Indirect Impacts to Vernal Pool Branchiopod Habitat								
Impact BIO-9: Potential Mortality of Western Pond Turtles and Loss or Disturbance of Suitable Habitat (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-9a: Conduct Work in Creeks Only During the Dry Season or Conduct a Preconstruction Survey for Western Pond Turtles Mitigation Measure BIO-9b: Conduct Preconstruction Surveys for Western Pond Turtle and Giant Garter Snake	Permanent impacts on 0.093 acre and temporary impacts on 0.227 acre of suitable aquatic habitat for western pond turtle; 1.519 acres of suitable upland habitat directly affected due to bridge widening and extension or replacement of bridge culvert	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-10: Potential Mortality of Giant Garter Snakes and Loss or Disturbance of Suitable Habitat (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-1a: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions Mitigation Measure BIO-9b: Conduct Preconstruction Surveys for Western Pond Turtle and Giant Garter Snake Mitigation Measure BIO-10a: Conduct Construction Activities during the Active Period of Giant Garter Snakes Mitigation Measure BIO-10b: Monitor Construction Activities in Giant Garter Snake Habitat Mitigation Measure BIO-10c: Restore and Compensate for Direct and Indirect Impacts to Giant Garter Snake Habitat	Permanent impacts on 0.093 acre and temporary impacts on 0.227 acre of suitable aquatic habitat for giant garter snake; 1.519 acres of suitable upland habitat directly affected due to bridge widening and extension or replacement of bridge culvert							
Impact BIO-11: Potential Disturbance of Nesting Swainson's Hawks, White-Tailed Kites, Loggerhead Shrikes, and Non-Special-Status (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-11a: Avoid Construction during the Nesting Season of Migratory Birds or Conduct Preconstruction Survey for Nesting Birds Mitigation Measure BIO-11b: Avoid Bridge Work during the Swallow Nesting Period or Implement Measures to Exclude Swallows from the Bridge	Potential for removal of nests or suitable nesting habitat and disturbance during breeding during project construction	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-12: Loss of Swainson's Hawk Foraging Habitat (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-12a: Compensate for the Loss of Swainson's Hawk Foraging Habitat	Loss of foraging habitat within 10 miles of an active nest	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
		Sound Barrier Options							
Impacts[a]	**Mitigation Measures**	**A1: 6-Foot High Pre-Cast Concrete Wall**	**A2: 6-Foot High Concrete Block Wall**	**A3: 6-Foot High Wooden Fence**	**A4: 8-Foot High Barrier**	**B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32**	**B2: Extend Barrier East of Fir Street on North Side of SR 32**		
Impact BIO-13: Potential Injury or Mortality of and Disturbance or Loss of Suitable Roosting Habitat for Special-Status Bats (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-13a: Conduct Preconstruction Surveys for Roosting Bats	Potential for removal or trimming of trees that provide suitable roosting habitat	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-14: Potential Disturbance of Wildlife Movement and Increased Mortality of Special-Status and Common Wildlife Species (Less than Significant—Less than Significant)	None required	Widened roadway could impact wildlife movement across SR 32, but wildlife movement under the widened roadway via Dead Horse Slough and South Fork Dead Horse Slough would not be impacted	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact BIO-15: Loss of Protected Trees (Significant and Unavoidable in the short-term and Less than Significant with Mitigation Incorporated in the long-term)	Mitigation Measure BIO-15a: Compensate for Loss of Protected Trees	Removal of 59 trees greater than 6 inches in diameter at breast height (dbh) for roadway widening and vegetation removal in the Clear Recovery Zone (CRZ) Removal of additional 52 trees 6 inches dbh for sound barrier construction	Tree removal for roadway widening and CRZ same as Option A1 Removal of additional 76 trees 6 inches dbh for sound barrier construction	Tree removal for roadway widening and CRZ same as Option A1 Removal of additional 39 trees 6 inches dbh for sound barrier construction	Tree removal for roadway widening and CRZ same as Option A1 Impacts related to sound barrier construction same as Options A1–A3	**Pre-cast concrete:** Removal of additional 2 trees 6 inches dbh **Concrete block:** Removal of additional 11 trees 6 inches dbh **Wooden fence:** Removal of no additional trees 6 inches dbh	**Pre-cast concrete:** Removal of no additional trees 6 inches dbh **Concrete block:** Removal of 6 additional trees 6 inches dbh **Wooden fence:** Removal of no additional trees 6 inches dbh	Same as proposed project	No project-related impact
Impact BIO-16: Potential Introduction of New Invasive Plant Species or Spread of Existing Invasive Plant Species (Potentially Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure BIO-16a: Avoid the Introduction of New Invasive Plant Species or the Spread of Existing Invasive Plant Species	Potential for spread of invasive species	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
		Sound Barrier Options							
Impacts[a]	**Mitigation Measures**	**A1: 6-Foot High Pre-Cast Concrete Wall**	**A2: 6-Foot High Concrete Block Wall**	**A3: 6-Foot High Wooden Fence**	**A4: 8-Foot High Barrier**	**B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32**	**B2: Extend Barrier East of Fir Street on North Side of SR 32**		
Visual Resources									
Impact VIS-1: Temporary Visual Impacts Caused by Construction Activities (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure VIS-1a: Apply Minimum Lighting Standards if Nighttime Construction is Required	Temporary change in views; construction easement needed on private residential properties for 2–3 days	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as Option A1	Same as proposed project	No project-related impact
Impact VIS-2: Adversely Affect a Scenic Vista (No Impact)	None required	No impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact
Impact VIS-3: Damage Scenic Resources Along a Scenic Roadway (No Impact)	None required	No impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact
Impact VIS-4: Degrade the Existing Visual Character or Quality of the Site and Its Surroundings (Significant and Unavoidable)	Mitigation Measure VIS-4: Implement Sound Barrier Aesthetics Mitigation Measure BIO-15a: Compensate for Loss of Protected Trees	Existing vegetation removed for roadway widening and sound barrier construction changing visual character from one that is more rural to more suburban; 115 trees (all sizes dbh) removed and 42 trees pruned for roadway widening and CRZ Sound barrier lighter in color than surroundings; 71 additional trees removed and 35 additional trees pruned	Tree removal and pruning related to roadway widening and CRZ same as Option A1 Greatest impact of barrier design options due to more substantial structure; 118 additional trees removed and 31 additional trees pruned	Tree removal and pruning related to roadway widening and CRZ same as Option A1 Sound barrier would blend best with surroundings due to use of natural materials and less substantial structure; 59 additional trees removed and 66 additional trees pruned	Tree removal and pruning related to roadway widening and CRZ same as Option A1 Impacts related to sound barrier construction same as Options A1–A3	**Pre-cast concrete:** Additional 3 trees removed and 18 trees pruned **Concrete block:** Additional 2 trees removed and 5 trees pruned **Wooden fence:** Additional 1 tree removed and 20 trees pruned	**Pre-cast concrete:** Additional 2 trees removed and 5 trees pruned **Concrete block:** Additional 9 trees removed and 4 trees pruned **Wooden fence:** No additional trees removed and additional 9 trees pruned	Vegetated median would be beneficial to aesthetic appearance of roadway and soften widened roadway; tree removal and pruning impacts same as proposed project	No project-related impact
Impact VIS-5: Create a New Source of Light or Glare (Significant—Less than Significant with Mitigation Incorporated)	Mitigation Measure VIS-5a: Apply Minimum Lighting Standards Mitigation Measure VIS-5b: Construct Walls with Low-sheen and Non-reflective Surface Materials for Concrete Sound Barrier Design Option	Increase in amount of reflective surface with widened roadway and sound barrier construction; more glare from concrete barrier than wooden fence	Same as Option A1	Increase in amount of reflective surface with widened roadway and sound barrier construction; less glare from wooden fence than concrete barrier	Similar to Options A1–A3	Similar to Options A1–A3	Similar to Options A1-A3	Trees planted in median would likely reduce amount of glare reflecting off roadway	No project-related impact

Proposed Project with Sound Barrier								Timber Structure Barrier Alternative with (Options A1, A2, A3, A4, B1, and B2)	No-Project Alternative
		Sound Barrier Options							
Impacts[a]	**Mitigation Measures**	**A1: 6-Foot High Pre-Cast Concrete Wall**	**A2: 6-Foot High Concrete Block Wall**	**A3: 6-Foot High Wooden Fence**	**A4: 8-Foot High Barrier**	**B1: Extend Barrier East of Forest Ave to El Monte Avenue on North Side of SR 32**	**B2: Extend Barrier East of Fir Street on North Side of SR 32**		
Impact VIS-6: Permanent Changes to Views in Landscape Unit 1 – SR 32 between SR 99 and El Monte Avenue (Significant and Unavoidable)	Mitigation Measure VIS-4: Implement Sound Barrier Aesthetics Mitigation Measure VIS-5a: Apply Minimum Lighting Standards Mitigation Measure VIS-5b: Construct Walls with Low-sheen and Non-reflective Surface Materials for Concrete Sound Barrier Design Option Mitigation Measure BIO-15a: Compensate for Loss of Protected Trees	SR 32 drivers would view cleared right-of-way for widened roadway and sound barrier rather than existing vegetation; sound barrier lighter in color than surroundings	Greatest impact of barrier design options due to more substantial structure	Sound barrier would blend best with surroundings due to use of natural materials and less substantial structure	Impacts related to sound barrier construction same as Options A1–A3	Similar to Options A1–A3	Similar to Options A1-A3	Vegetated median would be beneficial to aesthetic appearance of roadway and soften widened roadway	No project-related impact
Impact VIS-7: Permanent Changes to Views in Landscape Unit 2 – SR 32 between El Monte Avenue and Yosemite Drive (Significant and Unavoidable)	Mitigation Measure VIS-4: Implement Sound Barrier Aesthetics Mitigation Measure VIS-5a: Apply Minimum Lighting Standards Mitigation Measure VIS-5b: Construct Walls with Low-sheen and Non-reflective Surface Materials for Concrete Sound Barrier Design Option Mitigation Measure BIO-15a: Compensate for Loss of Protected Trees	Views change from open space within existing right-of-way to a paved road; sound barrier between Sierra Sunrise Village development and Yosemite Drive; sound barrier lighter in color than surroundings	Greatest impact of barrier design options due to more substantial structure	Sound barrier would blend best with surroundings due to use of natural materials and less substantial structure	Impacts related to sound barrier construction same as Options A1–A3	Not applicable	Not applicable	Vegetated median between El Monte Avenue and Bruce Road would soften appearance of widened roadway	No project-related impacts

[a] Significance conclusions for proposed project based on the identified significance thresholds: (Significance conclusion before mitigation—significance conclusion after mitigation).

Chapter 4
Comments and Responses to Comments

This chapter presents the City's responses to all oral and written comments (letters and electronic mail) received on the draft EIR during the public review period between February 25, 2010 and April 12, 2010 (The City also accepted and responded to comments that were received through April 16, 2010 after the close of the public review period.) Each oral or written comment appears in this chapter immediately followed by the City's response to the comment. Each comment is numbered in the right margin and is followed by a corresponding numbered response. Table 4-1 is a list of the capital letter assigned to each letter/electronic mail, the comments received by date of receipt, and the date of each letter/electronic mail.

Table 4-1. List of Comments Received on the February 2010 Draft Environmental Impact Report for the State Route 32 Widening Project: State Route 99 to Yosemite Drive

Assigned Letter Designation	Commenter	Date of Comment
A	Galen Thompson	March 2, 2010
B	Jeffrey Sanchez	March 3, 2010
C	Phyllis Lindley	March 8, 2010
D	Brandon Harris, The Group, Real Estate Brokers	March 10, 2010
E	Mike and Linda Johnson	March 11, 2010
F	Ruth Fairbanks and Son	March 12, 2010
G	Mike Crump, Director, Butte County, Department of Public Works	March 15, 2010
H	Scott A. Zaitz, R.E.H.S., California Regional Water Quality Control Board	March 16, 2010
I	Rupinder Jawanda, Transportation Planner, Caltrans	March 17, 2010
J	Unknown/Unsigned	March 18, 2010
K	Brandon Harris, The Group, Real Estate Brokers	March 23, 2010
L	Tou Y. Lor	March 30, 2010
M	Ed McLaughlin	April 3, 2010
N	Wyatt West, Building and Development Services – City of Chico	April 6, 2010
O	Caryl and Matt Brown	April 7, 2010
P	Teresa Canon	April 7, 2010
Q	Ivan Garcia, Programming Manager, Butte County Association of Governments (BCAG)	April 8, 2010
R	Ed Mclaughlin	April 8, 2010
S	Russell S. Mills, PhD, PE, California State University, Chico	April 10, 2010
T	Caryl Brown	April 12, 2010
U	Matt Brown	April 12, 2010
V	Kirk Monfort	April 12, 2010
W	Greg Steel, Board Member, Sierra Lakeside POA	April 12, 2010
X	Thomas R. and Mildred C. Williams	April 12, 2010
Y	Neil McCabe	April 15, 2010
Z	Bob Purvis	April 16, 2010

Master Responses

A number of comments were received that raised the same or similar issues and/or asked the same or similar questions. These comments are summarized below:

- Height of sound walls for Modoc Drive residents: These residents expressed concern that the proposed 6-foot sound wall would not mitigate traffic noise impacts since the homes on Modoc Drive are below the level of the roadway.
- Age of the traffic noise study: The five year old noise study is outdated and, therefore, inaccurate.
- Bicycle access along Fir Street: The proposal to make Fir Street a one-way street for northbound traffic would create a dangerous situation for bicyclists and is in conflict with the SR 99 bicycle route project.
- Concerns related to queuing at the Forest Avenue/Humboldt Road intersection caused by the proposed raised center island on Forest Avenue between SR 32 and Humboldt Road: The proposed raised center island that would prohibit left turns into existing driveways on the east side of Forest Avenue would clog the left-turn lanes at the Forest Avenue/Humboldt Road intersection since vehicles accessing these driveways would need to make a U-turn at this intersection. The raised island would also make the parking lot at 1141 Forest Avenue into a side street.

To address these comments in a comprehensive manner, the following master responses have been prepared to respond to these comments. These master responses are referred to in responding to individual comments, as applicable.

Master Response I Related to the Height of Sound Walls for Modoc Drive Residents

The proposed 6-foot high sound wall for Modoc Drive residences is not an error. Although a 6-foot high sound wall at the property lines would not block the line-of-sight between trucks stacks and back yard receivers, it would break the line-of-sight between the roadway surface and backyard receivers. Vehicular traffic noise is primarily generated by the pavement/tire interaction at the roadway surface. The predominant truck noise is generated by the truck engine, not the truck stack (On SR 32, the traffic mix is estimated to be 2% medium-duty trucks and 3% heavy-duty trucks.). Therefore, a 6-foot sound wall would reduce traffic noise by 1 to 3 decibels depending on the precise location of the receiver. In addition, the use of noise-reducing pavement on the new roadway surface is included in the proposed project. Because the proposed project includes a 6-foot sound wall and noise-reducing pavement, the traffic noise level *with* the proposed project is predicted to be less than the traffic noise level that would occur *without*

the proposed project. Refer to Table 3-5 in draft EIR (follows page 3-12 of the draft EIR) that shows the traffic noise modeling results.

Traffic noise levels with the proposed project are not predicted to result in significant CEQA noise impacts for Modoc Drive residences. The CEQA significance threshold was defined in the draft EIR to comply with the City's noise standard (see the "General Plan Noise Element" section of Chapter 3 of the draft EIR (page 3-7 of the draft EIR) for an explanation of the City's noise standard). Based on the City's noise standard, construction of a sound wall higher than 6 feet is not needed to mitigate traffic noise impacts under CEQA.

However, because of the desire of some affected residents for a higher wall, the draft EIR includes analysis of an 8-foot high wall at this location. City staff will recommend to City Council that an 8-foot sound wall be approved. As noted in the "Impacts and Mitigation Measures of Proposed Project and Alternatives" section on page 3-11 of the draft EIR, the use of pre-cast concrete, concrete, or wood for the sound walls is equivalent in terms of their effectiveness in reducing noise, A properly designed solid barrier that has a surface density of at least 4 pounds per square foot are equally effective in noise attenuation. City staff will recommend to the City Council that an 8-foot sound wall made of pre-cast concrete be approved since the residents in the project area have been vocal about wanting the sound wall to be made of pre-cast concrete rather than concrete or wood. The residents do not want to maintain a wooden fence and a concrete wall would require the removal of a greater number of trees.

Because federal funding is not available for this project at this time, traffic noise impacts were not evaluated under federal requirements (23 Code of Federal Regulations 772) or Caltrans' Traffic Noise Analysis Protocol. Therefore, there is no requirement that sound walls provide at least 5 dB of noise reduction.

Master Response II Related to the Age of the Traffic Noise Study

As specified in the City's General Plan noise element and as described on page 3-6 of the draft EIR, projected future (roadway design year of 2030) traffic volumes, speeds, traffic distribution, and truck mix with and without the project were used to predict traffic noise impacts. The methodology of determining traffic noise impacts based on a comparison of traffic noise levels in the design year with and without the project is standard practice for environmental impact assessments. Because the impact assessment is based on a comparison of noise levels in the design year, the age of the noise study is not relevant. The noise analysis is therefore considered reasonable and adequate.

Master Response III Related to Bicycle Access on Fir Street

The City considers safe bicycle access as an important component of this project. In response to the comments raised regarding safe bicycle access along Fir Street, the proposed project has been redesigned to include two-way bicycle access along Fir Street including a Class I bicycle facility on the west side of Fir Street and a Class II facility on the east side. These bicycle facilities would extend north of SR 32 to connect with the recently-constructed improvements along East 8th Street and south of SR 32 to connect with improvements planned as part of the SR 99 Bikeway Corridor project.

The project description for this project has been revised to include these bicycle facilities. See the "Proposed Project Description" section of Chapter 2 of this report including Figures 2-3a and 2-5a that show the proposed Class I bicycle facility.

Master Response IV Related to the Proposed Raised Center Island on Forest Avenue between SR 32 and Humboldt Road

Per the project traffic study, the design year (2030) queue for the northbound left-turn at SR 32/Forest Avenue intersection showed a length of 225 feet which would extend past the driveway on the east side of Forest Avenue located 170 feet north of the Forest Avenue/Humboldt Road intersection. This queue will create an issue with accessibility for left turns into the parcels on the east side of Forest Avenue, adversely affecting traffic operations and safety along Forest Avenue and at the intersections of Forest Avenue/SR 32 and Forest Avenue/Humboldt Road. Therefore, a 2-foot center median along Forest Avenue is included as part of the project to restrict access into these parcels. The project design allows for access to these parcels from southbound Forest Avenue via a U-turn movement at SR32/Humboldt Road.

Following project construction, the City will monitor the operations at the Forest Avenue/Humboldt Road intersection. If the U-turn movement is impacting operations at the Forest Avenue/Humboldt Road Intersection, or if the existing businesses on the east side of Forest Avenue are impacted by the revised access, the City will consider additional remedies.

Letter A

Bob Greenlaw - SR 32 DEIR Comments

From: "Galen Thompson" <bhfr@att.net>
To: <bgreenla@ci.chico.ca.us>
Date: 3/2/2010 7:13 PM
Subject: SR 32 DEIR Comments

3-2-10

Mr Greenlaw: Please attach these comments to the DEIR.

I believe that the decision to provide a 6 foot soundwall behind my house at 1869 Modoc Dr is in error. My house sits three feet below the level of the roadway and a six foot wall will, at my elevation, provide only a three foot net wall that is above the roadbed. It will neither block line of sight of trucks and commercial vehicles, nor effectively reduce sound levels by 5 decibels both of which are Caltrans requirements for sound mitigation measures involving their projects. A-1

Furthermore, the five year old sound study that you are using for reference is outdated and therefore inaccurate. A-2

An eight foot wall would provide a 5 feet net wall that is above the roadbed and it is the minimum that should be considered. I will create every obstacle possible to your proposed inadequate sound mitigation assumptions I can assure you. Please do the right thing. I don't want to pay $2700 a year in property taxes for a house that I can't even get to sleep in without earplugs. Nor would you. A-3

Sincerely,

Galen Thompson

Responses to Comment Letter A—Galen Thompson, March 2, 2010

Response to Comment A-1

See Master Response I.

Response to Comment A-2

See Master Response II.

Response to Comment A-3

See Master Response I.

Letter B

March 3, 2010

Bob Greenlaw
Senior Civil Engineer
City of Chico Capital Services Project Department
P.O. Box 3420
Chico, CA 95927

Re: DEIR State Route 32 Widening Project

Mr. Greenlaw,

I have reviewed the Draft Environmental Impact Report for the State Route 32 Widening Project. I agree with the need for the project but have some concerns. I live on Bartlett St. near 10th St. and bicycle commute to downtown and ride recreationally almost every day. While I am concerned about traffic speed and safety, my biggest concern is regarding the Fir St. crossing of SR 32.

The project as proposed alters Fir St. between the east and west bound corridors of SR 32 to a north bound road only and will install signal lights at each intersection. The change to one way traffic appears to be in conflict with the State Route 99 Bike Route project which I believe is underway. That project would create 1200 feet of (two directional) Class II bike lanes between the Bidwell Park entrance on east 8th street and the Little Chico Creek Bike Path. Fir St. is the point where Bidwell Park and the Little Chico Bike Path come closest to each other. The Fir St. crossing is the preferred route in north south bicycle travel through Chico. B-1

While the current crossing situation at Fir St. is very dangerous due to traffic racing on and off of SR 99, a signalized intersection at Fir St. would greatly increase pedestrian and bicyclist safety- unless Fir St becomes a one way street. Southbound bicyclists and pedestrians would have to travel against traffic (which is dangerous and illegal) to cross SR 32. I do not have a specific solution to the problem but I would like a planner or engineer to consider options to allow safe north and southbound bicycle and pedestrian travel across SR 32 at Fir St. It appears that other north/ south street crossings of SR 32 in the project area will have bike lanes or safer crossings, and I would like Fir St. included.

I believe that a safe Fir St. crossing is more important than additional space in the underpass under SR 99. Pedestrian and bicycle traffic should be directed away from travel along SR 32 and should be directed to the much safer bike paths along Big or Little Chico Creeks.

Thank you for your time and consideration
Sincerely,

Jeffrey Sanchez
935 Bartlett St.
Chico, CA 95928

RECEIVED
MAR 04 2010
CITY OF CHICO
BDSD / CPSD

Response to Comment Letter B—Jeffrey Sanchez, March 3, 2010

Response to Comment B-1

See Master Response III.

Letter C

RECEIVED
MAR 08 2010
CITY OF CHICO
BDSD / CPSD

STATE ROUTE 32 WIDENING PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
PUBLIC COMMENT CARD

Date: (Please Print) 3/8/10

Name: Phyllis Lindley

Mailing Address: 2713 Sierra Sunrise Terr #434, Chico 95928

Phone Number: 899-1514

Email Address: lindley84@att.net

Resident, Business, Organization, etc: resident

Comments: RE p.2-9 Sound Barrier between Bruce & Yosemite, will Option A-1 include a cap on the wall to deflect sound waves back to the highway? As discussed at preliminary meetings some months ago. C-1

RE p.2-18 & I do not see mention of the impact of additional traffic northbound on Bruce Rd. Is the installation of a traffic light at Bruce & Sierra Sunrise Terr. still in the works? C-2

RE p. 3-10 & 11, I do not see that the increase in noise levels from lumber trucks down-shifting as they approach Bruce Rd. from the east is given special consideration. This and diesel fumes also. C-3

Completing this document is voluntary. The DEIR is completed and available for your review and comments. If you wish to make a comment on the DEIR, you may submit your written or electronic comments no later than 5:00 p.m. on Monday April 12, 2010 to Bob Greenlaw, Senior Civil Engineer, Capital Project Services Department, 411 Main Street, PO Box 3420, Chico, CA 95927-3420 or email to bgreenla@ci.chico.ca.us
Please Note: Your comments will become part of the public record and may be subject to inspection and copying by other members of the public.

Responses to Comment Letter C—Phyllis Lindley, March 8, 2010

Response to Comment C-1

There are no plans to include a cap on the sound wall for the purposes of deflecting sound waves back to the highway because there is no evidence as to the benefits of such caps. The "Sound Propagation" section of Chapter 3 of the draft EIR (page 3-6) has a detailed discussion regarding noise deflecting from a sound wall (see the bullet on Diffraction).

Response to Comment C-2

The City is currently monitoring the Bruce Road/Sierra Sunrise Terrace intersection. Although traffic signal warrants are not currently met at this intersection, the City plans to install a signal at this intersection when the warrants are met. The underground conduit and pull boxes for a signal were installed during construction of the Manzanita Corridor project.

Response to Comment C-3

The reference to "noise levels from lumber trucks downshifting" is likely a reference to noise from the use of compression release engine brakes commonly referred to as "Jake Brakes." Noise from the use of these brake systems is generally only an issue for improperly muffled exhaust systems. Because of the random, relatively infrequent, and short-term nature of noise from these brake systems, it is not likely to have an effect on the 24-hour average noise level which is used to assess traffic noise. Implementation of the proposed project would not cause the engine brake noise generated by trucks to change.

Letter D

Bob Greenlaw - Forest Ave Traffic

From: "Brandon Harris" <brandon@chico-group.com>
To: <bgreenla@ci.chico.ca.us>
Date: 3/10/2010 12:00 PM
Subject: Forest Ave Traffic
Attachments: Forest Avenue Traffic.jpg

Hi Bob,

I've spoken with the owner of 1141 Forest, owner of 7-11 and the prospective tenant, and we all seem to come to the same conclusion that the number of cars that turn left into the property from SB Forest Ave is very high and that all of those vehicles are going to 1) clog up the Humboldt intersection trying to turn left, effectively rendering the number one lane stopped with overflow from the left turn lane and 2) turn the 1141 Forest Ave parking lot into a sub-street. The U-turn idea is great, and definitely needed regardless, but doesn't nearly alleviate the problem that will be there. We're essentially going to defer the on-street problem to the parking lot of the building, vastly increasing accidents with cars and pedestrians/school children. I know that a 'Keep Clear' area isn't an option without a road going into Forest Ave, but that is obviously the best option. Attached is an aerial depicting a possibility to make that happen. I'm not sure if it is doable, but we'd be glad to engage a surveyor or engineer to see. Either way, there is a great concern with this matter and I think it might be something that the city needs to seriously take into account prior to moving anything forward. We'd all be glad to meet anytime to discuss. D-1

Brandon Harris
The Group, Real Estate Brokers
2580 Sierra Sunrise Terrace, Suite 110
Chico, CA 95928
530 343-3733
530 899-5515 F
brandon@chico.com
www.chico-group.com
DRE Lic.#01318261

THE GROUP
REAL ESTATE BROKERS

Response to Comment Letter D—Brandon Harris, The Group, Real Estate Brokers, March 10, 2010

Response to Comment D-1

See Master Response IV.

Letter E

Bob Greenlaw

From: BEN JOHNSON <johnsonmachine@hotmail.com>
To: <bgreenla@ci.chico.ca.us>
Date: 3/11/2010 1:10 PM

Email to: bgreenla@ci.chico.ca.us
Regarding: Hwy 32 expansion.

Mr. Greenlaw: Please attach these comments to the DEIR.

I believe that the decision to provide a 6-foot sound wall behind my house at 1791 Modoc Dr. is in error. My house sit at least 3 to 4 feet below the level of the roadway and a six foot wall will not be adequate or effectively reduce sound levels by 5 decibels both of which are Caltrans requirements for sound mitigation measures involving their projects. E-1

The five-year-old sound study that you are using for reference is outdated and therefore inaccurate. E-2

An 8-foot sound wall would be much better. Or, a common Cal Trans design is to build a six-foot wall on a three-foot berm of dirt. This is the minimum that should be considered. E-3

After living and investing in our home for 31 years, would like to be able to sleep at night without the noise that keeps us awake at night, and be able to walk , talk, and think without all of the noise, that is ever present and increasing .

As you or anyone would not like this invasion to happen to them, please help us convey this message and preserver our sanity and investment!! E-4

We can be reached at; (530)343-2752.

Sincerely,
Mike & Linda Johnson

Responses to Comment Letter E—Mike and Linda Johnson, March 11, 2010

Response to Comment E-1

Refer to Master Response I.

Response to Comment E-2

Refer to Master Response II.

Response to Comment E-3

Refer to Master Response I.

Response to Comment E-4

See Master Response I. The City will consider your comment in acting upon the proposed project and ultimate sound wall design.

Letter F

From: Donn Douglas Sibley <donnd54@stormnet.com>
To: <bgreenla@ci.chico.ca.us>
Date: 3/12/2010 3:17 PM
Subject: Regarding: HWY 32 expansion

Mr Greenlaw: Please attach these comments to the DEIR.

I believe that the decision to provide a 6-foot sound wall behind my house at 1795 Modoc Dr,is in error. My house sits at least 3 to 4 feet below the level of the roadway and six foot of wall will not be adequate or effectively reduce sound levels by 5 decibels both of which are Caltrans requirements for sound mitigation measures involving their projects. F-1

The five year old sound study that you are using for reference is outdated and therefore inaccurate. F-2

We want at least 12 ft. Just like the wall behind chico PD and the Calif Hy-Patrol. We need the same level of protection they have. Since they removed the brush a few weeks ago there is a very noticeable difference in noise. Also the back of our house can be seen when driving by on the hy-way. Cant help but notice it. No privacy. F-3

I would like to ask you to come by sometime during a weekday between 4 PM and 5 PM. We both can stand in the backyard and drink some tea while we watch for five minutes and you will experience what we hear every day. Please if you have time you will be more than welcome. F-4

I can be reached at 342-2128 any time. 1795 Modoc drive

Sincerely.

Ruth Fairbanks and Son

Responses to Comment Letter F—Ruth Fairbanks and Son, March 12, 2010

Response to Comment F-1

Refer to Master Response I.

Response to Comment F-2

Refer to Master Response II.

Response to Comment F-3

Refer to Master Response I.

Response to Comment F-4

The City is aware of and understands the concerns that residents along this corridor have regarding noise.

Letter G

Bob Greenlaw - SR-32 widening DEIR

From: "Crump, Mike" <MCrump@buttecounty.net>
To: "Bob Greenlaw" <bgreenla@ci.chico.ca.us>
Date: 3/15/2010 12:33 PM
Subject: SR-32 widening DEIR
CC: "Tom Varga" <tzvarga@ci.chico.ca.us>

Bob;
We are beginning our review, however one comment that I would make based on my initial review is that the DEIR does not seem to recognize that El Monte Ave is a County maintained road and the surrounding property is unincorporated. Any right of way acquisition will need approval from the Board of Supervisors. G-1

Mike Crump, Director
Butte County, Dept of Public Works
7 County Center Drive Oroville CA 95965

Response to Comment Letter G—Mike Crump, Director, Butte County, Department of Public Works, March 15, 2010

Response to Comment G-1

Right-of-way acquisition would not be needed along El Monte Avenue under the proposed project.

Linda S. Adams
Secretary for Environmental Protection

California Regional Water Quality Control Board
Central Valley Region

Katherine Hart, Chair

415 Knollcrest Drive, Suite 100, Redding, California 96002
(530) 224-4845 • Fax (530) 224-4857
http://www.waterboards.ca.gov/centralvalley

Arnold Schwarzenegger
Governor

16 March 2010

Mr. Bob Greenlaw
City of Chico
Capital Project Services
PO Box 3420
Chico, CA 95927-3420

Letter H

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED STATE ROUTE 32 WIDENING PROJECT, CHICO, BUTTE COUNTY

The Central Valley Regional Water Quality Control Board (Regional Water Board) is a responsible agency for this project, as defined by the California Environmental Quality Act (CEQA). On 25 February 2010, our office received a Draft Environmental Impact Report, and Request for Comments Letter from your office regarding the proposed development referenced above.

The City of Chico is proposing operation improvements along State Route 32 (SR32) in Chico to provide additional capacity to accommodate approved and planned development on and near the SR 32 corridor between SR 99 and Yosemite Drive. The proposed widening project is located on SR 32 between SR 99 to the west and Yosemite Drive to the east in the City of Chico, Butte County, and will improve approximately 2.6 miles of highway.

The following comments are provided to help outline the potential permitting which may be required by the Regional Water Board, policy issues concerning the project, and suggestions for mitigation measures. Our present comments focus primarily on discharges regulated under our CWA §401 and storm water programs.

Water Board entitlements include:

• Fill or dredged material discharges	Clean Water Act (CWA) §401 water quality certification for federal waters; or Waste Discharge Requirements for non-federal waters
• Storm water and other wastewater discharges	CWA §402 NPDES permit; Storm Water Discharges Associated with Construction Activity
• Other	Waste Discharge Requirements or other permits for discharges that may affect ground water such as from proposed solid waste transfer facilities.

H-1

The following summarizes project permits that may be required by our agency depending upon potential impacts to water quality:

Mr. Bob Greenlaw - 2 - 16 March 2010
City of Chico

Water Quality Certification (401 Certification)
Certifications are issued for activities resulting in dredge or fill within waters of the United States. All projects must be evaluated for the presence of jurisdictional waters, including wetlands and other waters of the state. Impacts to these waters should be avoided, minimized, and/or mitigated. Impacts to Water of the United States requires an Army Corps of Engineers (Corps) Clean Water Act (CWA) Section 404 Permit and a CWA Section 401 Water Quality Certification from the Central Valley Water Board. The Section 404 and 401 permits are required for activities involving a discharge (such as fill or dredged material) to Waters of the United States. "Waters" include wetlands, riparian zones, streambeds, rivers, lakes, and oceans. Typical activities include any modifications to these waters, such as stream crossings, stream bank modifications, filling of wetlands, etc. If required, the Section 404 Permit and Section 401 Certification must be obtained prior to site disturbance. H-2

General Permit for Storm Water Discharges Associated with Construction Activity (General Permit) – Land disturbances on projects of 1 acre or more requires the landowner to obtain coverage under the General Permit. As the land disturbance for the State Route 32 Widening Project appears to be in excess of 1 acre, the project proponent and/or representatives will need to file a Notice of Intent (NOI), along with a vicinity map, a Storm Water Pollution Prevention Plan (SWPPP), and appropriate fees to the State Water Resources Control Board (SWRCB), prior to the commencement of activities on site. The owner may call our office to receive a permit package or download it off the Internet at http://www.waterboards.ca.gov/water_issues/programs/stormwater/ H-3

Phase II Storm Water Permit
The City of Chico is required to comply with the State's Storm Water Permit for Small Municipal Separate Storm Sewer Systems. Under this permit the City of Chico must ensure that new developments comply with certain design standards for storm water runoff. A copy of the permit, including required new development standards, is available for viewing and download at the State Water Resources Control Board's website at: www.swrcb.ca.gov/stormwtr/municipal.html. H-4

Post Construction Requirements
The General Permit and the Small Municipal Separate Storm Sewer Systems Permit (MS4 General Permit), requires the preparation and submittal of specific information regarding post-construction Best Management Practices (BMPs) that will be incorporated in the project to mitigate pollutants. Post-construction storm water management in areas undergoing new development or redevelopment is necessary because runoff from these areas has been shown to significantly affect receiving waterbodies. As stated in the Environmental Protection Agency MS4 Phase II Final Rule, many studies indicate that prior planning and design for minimization of pollutants in post-construction storm water discharges is the most cost-effective approach to storm water quality management. H-5

Therefore, the project development plans and environmental review documents prepared pursuant to the California Environmental Quality Act (CEQA) should indicate that the proposed project applicant shall prepare an NOI, a SWPPP and post construction storm water development plans, as discussed above, and submit copies to the Regional Water Board for review, to mitigate pollutants from the new development proposed on the site. The development plans should contain specific structural and non-structural post-construction H-6

Mr. Bob Greenlaw - 3 - 16 March 2010
City of Chico

BMPs, such as grassed swales, bioretention, porous pavement, treatment vaults, retention of buffer strips, minimization of impervious surfaces, ect, and approximate locations of each BMP. For more information go to:
http://www.waterboards.ca.gov/water_issues/programs/low_impact_development/index.shtml

H-6 cont.

If you have any questions or comments regarding this matter please contact me at (530) 224-4784 or by email at szaitz@waterboards.ca.gov.

Scott A. Zaitz, R.E.H.S.
Environmental Scientist
Storm Water & Water Quality Certification Unit

SAZ: wrb/knr

cc: Mr. Brian Vierria, U.S. Army Corp of Engineers, Sacramento
Department of Fish and Game, Region 2, Rancho Cordova
State Clearing House # 2007022045, Sacramento
Mr. Chris Rockway & Mr. Matt Brogan, Sacramento

U:\Clerical\Storm_water\SZaitz\2010\CEQA Comment (SR32 Widening Project).doc

Responses to Comment Letter H—Scott A. Zaitz, R.E.H.S., California Regional Water Quality Control Board, March 16, 2010

Response to Comment H-1

Table 2-1 of the draft EIR acknowledges that a Section 401 water quality certification, National Pollutant Discharge Elimination System (NPDES) permit, and waste discharge requirement would be required for this project and states that these permits will be obtained after CEQA approval.

Response to Comment H-2

See response H-1. The City will apply for a water quality certification during final design after CEQA approval

Response to Comment H-3

See response H-1. The City will file a Notice of Intent prior to construction. The City's contractor will prepare a Stormwater Pollution Prevention Plan (SWPPP) for use during construction. The City will approve the4 SWPPP and monitor SWPPP requirements during construction.

Response to Comment H-4

Since the project would be entirely within Caltrans' right-of-way, the project would fall under Caltrans' General Permit. Therefore, the City's MS4 Phase II permit would not apply to this project.

Response to Comment H-5

The City has prepared a Stormwater Data Report for Caltrans' approval. This document outlines the temporary and permanent Best Management Practices BMPs) that will be used for the project.

Response to Comment H-6

As indicated in Table S-1 contained in Chapter 3 of this report, Mitigation Measure HWQ-1d requires that project implementation include preparation of a Stormwater Pollution Prevention Plan (SWPPP). This mitigation measures lists the type of structural and non-structural post-construction that will be included in the SWPPP. See Response H-5 regarding BMPs.

Letter I

(4/7/2010) Bob Greenlaw - Caltrans Comments - SR32 Widening DEIR Page 1

From: Rupinder Jawanda <rupinder_jawanda@dot.ca.gov>
To: <bgreenla@ci.chico.ca.us>
Date: 3/17/2010 9:55 AM
Subject: Caltrans Comments - SR32 Widening DEIR

Mr. Greenlaw,

Thank you for working with us on the SR32 Widening project, Caltrans has no additional comments on this DEIR (SCH#2007022045). I-1

Best regards,

Rupinder Jawanda
Transportation Planner
Department of Transportation
Office of Transportation Planning North
703 B Street, Marysville, CA 95901
P 530.740.4989
F 530.741.5346

Response to Comment Letter I—Rupinder Jawanda, Transportation Planner, Caltrans, March 17, 2010

Response to Comment I-1

Thank you for your comment. No response is required.

Letter J

email: bgreenla@ci.chico.ca.us

PLEASE GIVE ME PEACE

Mr Greenlaw: Please attach these comments to the DEIR.

I believe that the decision to provide a 6 foot soundwall behind my house at 1897 Modoc Dr is in error. My house sits three feet below the level of the roadway and a six foot wall will, at my elevation, provide only a three foot net wall that is above the roadbed. It will neither block line of sight of trucks and commercial vehicles, nor effectively reduce sound levels by 5 decibels both of which are Caltrans requirements for sound mitigation measures involving their projects. J-1

Furthermore, the five year old sound study that you are using for reference is outdated and therefore inaccurate. J-2

An 8 foot sound wall would be much better. Or, a common Cal Trans design is to build a six foot wall on a three foot berm of dirt. This is the minimum that should be considered. Please do the right thing. I don't want to pay $1300.00 a year in property taxes for a house that I can't even get to sleep in without earplugs. Nor would you. J-3

Sincerely,

RECEIVED
MAR 18 2010
CITY OF CHICO
BDSD / CPSD

or write to:

Bob Greenlaw
Box 3420
Chico Ca 95927

P.S. I WOULD HAVE NEVER BOUGHT THIS PROPERTY BACKED UP TO HWY 32 IF A 4-LANE WAS THERE. NOW I JUST WANT A TALL WALL & QUIET TO BUFFER THE NOISE J-4

3/6/2010

Responses to Comment Letter J—Unknown/Unsigned, March 18, 2010

Response to Comment J-1

Refer to Master Response I.

Response to Comment J-2

Refer to Master Response II.

Response to Comment J-3

Refer to Master Response I. The City will consider your comment in acting upon the proposed project and ultimate sound wall design.

Response to Comment J-4

Refer to Master Response I. The City will consider your comment in acting upon the proposed project and ultimate sound wall design.

Letter K

Bob Greenlaw - Forest Avenue proposed changes

From: "Brandon Harris" <brandon@chico-group.com>
To: <bobline@comcast.net>
Date: 3/23/2010 4:07 PM
Subject: Forest Avenue proposed changes
CC: <bgreenla@ci.chico.ca.us>

Bob,

Traffic count of cars turning into the ingress/egress on Forest Avenue into either 7-11 or 1141 Forest Avenue, taken from 2:10pm to 3:10pm on 3-23-10:

63 vehicles turned left from Forest Avenue southbound
66 vehicles turned right from Forest Avenue northbound

129 vehicles per hour enter the Forest Ave entrance, 48% turn across northbound lanes into 7-11 and 1141 Forest Ave.

That means that those 63 vehicles per hour are going to get into the Forest Ave left hand turn lane at Humboldt and attempt enter 1141 Forest Avenue Humboldt entrance to use the parking lot as a side street. K-1
Being that there is only enough room on Humboldt eastbound from the intersection to the entrance to 1141 Forest Ave to accommodate 3 cars, when Humboldt westbound is waiting at the light the 3 attempting entrants will be stopped, effectively stopping and clogging up the left-hand turn lane on southbound Forest and spilling into the number 1 lane, rendering it stopped (similar to southbound Park Avenue at 20th Street). We also counted over 40 kids walking through the parking lot during the same period. When it comes to safety, it seems this will be lessening problems for the city, but increasing problems for the owners of the two properties as well as increasing potential pedestrian accidents overall for the children. It seems to me that the amount of vehicular accidents won't change that much as there will be an increase in the number of vehicles able to drive this newly enlarged street, however the pedestrian accidents stands to increase dramatically within 1141 Forest Avenue and on the street.

Brandon Harris
The Group, Real Estate Brokers
2580 Sierra Sunrise Terrace, Suite 110
Chico, CA 95928
530 343-3733
530 899-5515 F
brandon@chico.com
www.chico-group.com
DRE Lic.#01318261

THE GROUP
REAL ESTATE BROKERS

Response to Comment Letter K—Brandon Harris, The Group, Real Estate Brokers, March 23, 2010

Response to Comment K-1

Please refer to Master Response IV. The project design allows for U-turns from southbound Forest Avenue so that vehicles wishing to access 1141 Forest Avenue can do so from Forest Avenue rather than Humboldt Road.

Letter L

Bob Greenlaw - SOUNDWALL, RECONSTRUCTION OF HWY 32

From: Tou Lor <tlor24@gmail.com>
To: <bgreenla@ci.chico.ca.us>
Date: 3/30/2010 11:56 PM
Subject: SOUNDWALL, RECONSTRUCTION OF HWY 32

Dear Mr. Greenlaw: Please attach these comments and concerns to the DEIR.

My uncle believe the decision to provide a 6 foot sound wall behind his house at 1873 Modoc Dr in an error when reconstructing HWY 32. My uncle's house sits on an elevation that is 3 feet below HWY 32. So with a 6 feet sound wall construction, only 3 feet will provide a barrier between
my uncle's house because of the land elevation of the house sitting 3 feet below. This will neither block the line of sight of trucks and commercial vehicles, nor effectively reduce sound levels by 5 decibels both of which are Caltrans requirements for sound mitigation measures involving their projects. L-1

Furthermore, the five year old data of sound study that you are using for reference is outdated and therefore inaccurate. L-2

A better solution to this issue would be to build an 8 foot sound. Or, a common Caltrans design is to build a six foot wall on a three foot berm of dirt. This is the minimum that should be considered. Please do the right thing. My uncle does not want to pay $3185.90 a year in property taxes for a house that we can't even get to sleep in without earplugs. Nor would you. L-3

Sincerely,

--
Tou Y. Lor

Responses to Comment Letter L—Tou Y. Lor, March 30, 2010

Response to Comment L-1

Please refer to Master Response I.

Response to Comment L-2

Refer to Master Response II.

Response to Comment L-3

Refer to Master Response I. The City will consider your comment in acting upon the proposed project and ultimate sound wall design.

Letter M

Bob Greenlaw - SR 32 widening

From: <Edex08@aol.com>
To: <bgreenla@ci.chico.ca.us>, <katie@chicovelo.org>, <paulnorthrim@aol.com>
Date: 4/3/2010 12:46 PM
Subject: SR 32 widening

Hi Bob,
In reviewing the plan for the SR 32 widening, there appears to be a dangerous omission to accommodate bicycle travel from E 8th St. to Fir St. to Humboldt Rd.
As I read the plan, a hazardous condition is being created that will invite wrong way bicycle travel on south bound Fir St. between SR 32. It is irrational to expect bicyclists to adopt a more circuitous route through this corridor.
Thanks for the opportunity to comment on this project. M-1

Ed McLaughlin
384 E 6th Ave
Chico, CA 95926

Response to Comment Letter M—Ed McLaughlin, April 3, 2010

Response to Comment M-1

See Master Response III.

Letter N

Bob Greenlaw - HWY 32 Widening Comments

From: Wyatt West
To: Bob Greenlaw; Craig Murray
Date: 4/6/2010 4:13 PM
Subject: HWY 32 Widening Comments
CC: Brian Mickelson

Bob/Craig,
I spoke with Ed McIlaughlin this afternoon and he had some comments regarding the HWY 32 widening project.

His main concern was SB bike circulation from Bidwell Park to Fir St. He would like to see a separate Class I facility on the ONE-WAY section of Fir.
This would also coincide with our HWY 99 Bike project circulation. N-1

Wyatt

Wyatt West
Building and Development Services - City of Chico
Traffic Engineering
530-879-6941

Response to Comment Letter N—Wyatt West, Building and Development Services – City of Chico, April 6, 2010

Response to Comment N-1

See Master Response III.

Letter O

(4/7/2010) Bob Greenlaw - Re: Where can one drop off? Page 1

From: Bob Greenlaw
To: Caryl and Matt Brown
Date: 4/7/2010 6:14 PM
Subject: Re: Where can one drop off?

1. Drop them off at City Municipal Building (2nd Floor) @ 411 Main St.
2. Scan and email them to me or write me an email at bgreenla@ci.chico.ca.us
3. Mail them to PO Box 3420, Chico CA 95927.

Bob Greenlaw
Senior Civil Engineer
City of Chico
PO Box 3420
Chico, CA 95927
(530) 879-6930
Fax (530) 895-4899

>>> "Caryl and Matt Brown" <fishkidz@digitalpath.net> 4/4/2010 10:25 AM >>>
Bob,

Where can one drop off comments on the 32 Widening Project draft EIR?

O-1

Response to Comment Letter O—Caryl and Matt Brown, April 7, 2010

Response to Comment O-1

No response is required.

Letter P

Bob Greenlaw - SR 32 DEIR Comments

From: teresa canon <tboune@yahoo.com>
To: "bgreenla@ci.chico.ca.us" <bgreenla@ci.chico.ca.us>
Date: 4/7/2010 5:05 AM
Subject: SR 32 DEIR Comments

Bob,

how will this widening project affect local cyclists? P-1

will this project be putting in a bike lane? P-2

thank you for your response.

Teresa Canon

Responses to Comment Letter P—Teresa Canon, April 7, 2010

Response to Comment P-1

The project will improve bicycle access and safety. See Master Response III and the Proposed Project Description section of Chapter 2 of this report for a discussion of Class I and III bicycle facilities that are included in the project.

Response to Comment P-2

See Response P-1.

Letter Q

Bob Greenlaw - FW: SR 32 widening project Draft EIR comments

From: "Ivan Garcia" <IGarcia@bcag.org>
To: "Bob Greenlaw" <bgreenla@ci.chico.ca.us>
Date: 4/8/2010 9:27 AM
Subject: FW: SR 32 widening project Draft EIR comments
CC: "Chris Devine" <CDevine@bcag.org>

Bob,
The Butte County Association of Governments offers the following comments for consideration regarding the SR 32 Widening Project:

- Two way defined bike &pedestrian access along Fir Street between the couplets is needed to facilitate southbound bicycle and pedestrian travel. Perhaps a class one on the east side near the bus stop with other improvements on 9th street to cross back and continue southbound. Q-1
- A defined Class 2 bike lane along SR 32, both east and westbound should be included similar to that of SR 32 along Nord Avenue. It appears they are delineated on the figures, but we were not sure. Q-2
- Ensure bike sensors at all signalized intersections are included. Q-3
- May be a good idea to include a pull out for the transit buses at the park and ride lot if possible. Q-4
- In general, BCAG supports typical urban improvements which facilitate and encourage alternative transportation (bike, walk, transit etc.). Q-5

If you have any questions on the comments provided, please give me a call or send me an email.

Thank you.

~~~~~~~~~~~~~~~~~
Ivan Garcia
Programming Manager
Butte County Association of Governments (BCAG)
Butte Regional Transit (B-Line)
2580 Sierra Sunrise Terrace, Suite 100
Chico CA 95928
530-879-2468 Phone 530-879-2444 Fax
igarcia@bcag.org www.bcag.org
~~~~~~~~~~~~~~~~~

Responses to Comment Letter Q—Ivan Garcia, Programming Manager, Butte County Association of Governments (BCAG), April 8, 2010

Response to Comment Q-1

See Master Response III.

Response to Comment Q-2

The project does not include Class II bicycle facilities along SR 32, but the proposed wider 8-foot shoulders along SR 32 can be used by bicyclists. The Proposed Project Description section (see Chapter 2 of this report) has been revised to clarify the provision of 8-foot-wide shoulders as part of the project.

As SR 32 is an arterial with high volumes of traffic, the City encourages pedestrians and bicyclists to primarily use the existing Class I and II facilities along East 8th Street and Class I facilities along Big Chico Creek (paralleling SR 32 to the north) and the planned Class I and Class II facilities along Humboldt Road east of SR 32 extending past Bruce Road (paralleling SR 32 to the south). The proposed project and these existing and planned facilities are consistent with the City's Bikeway Master Plan and will allow north/south access between SR 99 and Bruce Road.

Response to Comment Q-3

Bicycle sensors will be placed at all new signals along SR 32 under the proposed project consistent with City and Caltrans policies.

Response to Comment Q-4

The City will consider a turn out at this bus stop during final design of this project.

Response to Comment Q-5

See Response Q-2 and Master Response III.

Letter R

Bob Greenlaw - SR32 Widening- Additional Comments

From: <Edex08@aol.com>
To: <bgreenla@ci.chico.ca.us>, <katie@chicovelo.org>, <IGarcia@bcag.org>, <Paulnorthrim@aol.com>, <KMonfort@csuchico.edu>
Date: 4/8/2010 3:27 PM
Subject: SR32 Widening- Additional Comments

Hi Bob,
In reviewing the SR 99 Corridor Bikeway Project, I was reminded of the importance of bicycle access through the SR 32 crossing from E. 8th St. southbound to Fir St. to Humboldt Rd. and the Little Chico Creek Bikeway and northbound/reverse. This is such a critical juncture that a bicycle/pedestrian overpass should be considered.
Please feel free to contact me for any further info. R-1

Ed Mclaughlin
Chico, CA
891-8156

Response to Comment Letter R—Ed Mclaughlin, April 8, 2010

Response to Comment R-1

See Master Response III.

Letter S

SR 32 Widening Project Page 1 of 1

Bob Greenlaw - SR 32 Widening Project

From: "Mills, Russell" <RMills@csuchico.edu>
To: Bob Greenlaw <bgreenla@ci.chico.ca.us>
Date: 4/10/2010 7:12 AM
Subject: SR 32 Widening Project
CC: Brian Mickelson <bmickels@ci.chico.ca.us>, Ann Schwab <aschwab@ci.chico.ca.us>, Ed McLaughlin <edex08@aol.com>, Ivan Garcia <igarcia@bcag.org>

Bob:

I wish to express concern regarding this project as described in the draft EIR. Specifically, I believe that the conversion of Fir Street to one-way north-bound will be detrimental to bicycle transportation. This section of road from E. 8th Street to Humboldt Road is currently an important circulation component for cyclists connecting between the bikeways in Bidwell Park to the bikeway along Little Chico Creek (I ride this section of Fir Street frequently myself for this very purpose). This segment will become more critical as plans are implemented to provide north-south bikeways across Little Chico Creek on both sides of SR 99. If the Fir Street connector is not identified in the City's bicycle circulation plan, this is an oversight. S-1

The proposed signal at the intersection of SR 32 and Fir Street will help facilitate use by cyclists of this important connector. However, unless some parallel facility is provided for cyclists, the conversion to one-way traffic would appear to be very detrimental to bicycle circulation. There are no other safe crossings of SR 32 for cyclists for extended distances in either direction from this location.

I cannot emphasis enough that Fir Street is very important to bicycle circulation. I request that the Bicycle Advisory Committee meet to provide formal input to the design as it develops. There may also be other consequences of which I am currently unaware. As you know, any changes to SR 32 in this region could have significant impacts to cycling transportation, including impacts to transportation routes associated with the many public schools adjacent to the area of this project. S-2

Russ

Russell S. Mills, PhD, PE
Professor of Civil Engineering
Department of Civil Engineering
California State University, Chico
Chico, CA 95929-0930

(530) 898-6274
(530) 898 4576 (Fax)

rmills@csuchico.edu
http://www.csuchico.edu/ce
Langdon Engineering Center, Room 307E

Responses to Comment Letter S—Russell S. Mills, PhD, PE, California State University, Chico, April 10, 2010

Response to Comment S-1

See Master Response III.

Response to Comment S-2

The public outreach effort for the proposed project was extensive, as described in the Project Background section on page 2-3 of the draft EIR, including four public workshops. The City will coordinate with the Bicycle Advisory Committee during final design and provide an opportunity for the committee members to review and comment on the final project design. See also Master Response III.

Letter T

RECEIVED
APR 12 2010
CITY OF CHICO
BDSD / CPSD

Re: Hwy 32

To: Bob Greenlaw, Senior Civil Engineer
bgreenla@ci.chico.ca.us
City of Chico Capital Project Services Department
P.O. Box 3420
Chico, CA, 95927

Dear Mr. Greenlaw

I am a resident in the area to be affected by increased noise due to the Widening 32 Project proposed by the City of Chico. I strongly desire an **8-foot pre-cast concrete sound wall** to mitigate noise impacts of the project. This option best minimizes sound impacts, potential safety concerns, and visual impacts while balancing impacts to vegetation at a reasonable cost. This option is also the preferred alternative of the City of Chico staff. T-1

Thank you for your time,

Caryl N Brown

Caryl Brown
5 Merle Court,
Chico, CA 95928

Response to Comment Letter T—Caryl Brown, April 12, 2010

Response to Comment T-1

The City notes your support for the 8-foot pre-cast concrete sound wall. Your support of this alternative will be considered by the City Council when they make its decision on the project. You are correct in noting that City staff will recommend to the City Council that this alternative be adopted as described in the Preferred Alternative section on page S-7 of the draft EIR.

Bob Greenlaw - SR 32 widening Project Draft EIR comments **Letter U**

From: "Caryl and Matt Brown" <fishkidz@digitalpath.net>
To: "Bob Greenlaw" <bgreenla@ci.chico.ca.us>
Date: 4/12/2010 5:08 PM
Subject: SR 32 widening Project Draft EIR comments
Attachments: SR 23 Widening EIR.doc

To: Bob Greenlaw, Senior Civil Engineer
bgreenla@ci.chico.ca.us
City of Chico Capital Project Services Department
P.O. Box 3420
Chico, CA, 95927

Thank you for the opportunity to comment on the SR 32 Draft EIR.

I am a resident in the area to be affected by increased noise due to the SR 32 Widening Project proposed by the City of Chico. I strongly desire a **pre-cast concrete sound wall at least 8 feet high** to mitigate noise impacts of the project. This option best minimizes sound impacts, potential safety concerns, and visual impacts while balancing impacts to vegetation at a reasonable cost. This option is also the preferred alternative of the City of Chico staff. U-1

According to the EIR, noise levels in my backyard will be at 68 db in 2030. Using an 8 foot rather than a 6 foot sound wall will decrease these noise levels by 4 db. The EIR seems to minimize these differences describing them the difference as "almost imperceptible". U-2

In our case and probably for many others, the 6 foot sound wall options do not meet the basics of proper sound wall design. An sound wall of at least 8 feet would be required to mitigate the sound impacts. Our property and the site for a soundwall is considerably lower than the roadway. Therefore more sound will go over the top of the soundwall direstly toward the receptors. Basic design consideration for a soundwall wall should block the line of sight between the noise and the receptor. In our backyard, we can see cars over our existing 6 foot fence. The widening will bring the traffic two lanes closer to our house and will appear even higher over the fence. The soundwall should be high enough to block direct transmission of noise. U-3

Precast concrete has a much better sound transmission loss than wood on the order of Precast 35, wood 21. U-4

file://C:\Documents and Settings\bgreenla\Local Settings\Temp\XPgrpwise\4BC35397COCCMCPO1001... 4/14/2010

The wood sound wall alternative would not adequately mitigate visual impacts. CALTRANS difficult to maintain and requires more frequent maintenance. With diverse landowners, over time a mixture of types, age and quality of fencing will result. This will reduce the intactness and visual unity of the the visual aesthetics of the sound wall. Also maintenance would become a economic cost to the landowners that will be forced to maintain the fence. U-5

CALTRANS understands this problem. According to the CALTRANS Highway Design Manual "Maintenance by others may not be practical if a number of small individual properties abut the noise barrier." page 1102.7 Maintenance Consideration in Noise Barrier Design. U-6

The wooden fence alternative didn't consider the long term impact of individual landowners putting up their own sound walls. Already some landowners are putting up sound walls. Heights, materials, color, style, quality and maintenance levels may all vary from parcel to parcel producing a jumbled or shoddy appearance. Some impression from this gateway into the community. U-7

There can be no case for overriding considerations because the EIR did not fairly present changes to visual impacts of the project without sound walls. The photo simulations did not present the project without sound walls. U-8

Thank you,

Matt Brown
5 Merle Court
Chico, CA 95928

Responses to Comment Letter U—Matt Brown, April 12, 2010

Response to Comment U-1

The City notes your support for the 8-foot pre-cast concrete sound wall. You are correct in noting that City staff will recommend to the City Council that this alternative be adopted as described in the Preferred Alternative section on page S-7 of the draft EIR.

Response to Comment U-2

The draft EIR is accurate in describing a 4 dB decrease in noise levels as almost imperceptible. As explained in the Human Response to Noise section on page 3-4 of the draft EIR, in a normal environment, a healthy human ear can detect changes of about 2 dB; however it is widely accepted amongst acoustical specialists, that changes of 3 dB in the normal environmental are barely detectable to most people, Changes of 5 dB are considered readily perceptible and changes of 10 dB are perceived as being twice as loud.

Response to Comment U-3

See Master Response I.

Response to Comment U-4

Although concrete has better sound transmission loss than wood, wood would provide more than the minimum sound transmission loss necessary for the wall to be effective. The net noise reduction provided by a properly designed wood wall would be the same as a concrete wall.

Response to Comment U-5

Under the wooden fence alternative, a new wooden fence would be constructed as part of the project so that the fence would have a uniform appearance. You are correct in noting that the individual property owners would need to maintain their fences and that over many years, the uniform appearance of the fences may be affected. Page 6-15 of the draft EIR notes that because wood is a darker, natural material, unlike concrete, a wooden fence would actually blend better into

the existing environmental than a concrete wall. Simulation 3 in Figures 6-3a through 6-8a of the draft EIR support this conclusion.

Response to Comment U-6

Your comment is noted. Caltrans has expressed that they would not pay for maintenance of wooden fences should this alternative be adopted.

Response to Comment U-7

See Response U-5.

Response to Comment U-8

The existing conditions photographs in Figures 6-3a through 6-8a of the draft EIR depict the views of the project without the soundwalls. The draft EIR judges a number of visual impacts (VIS-4 related to the degradation of the existing visual character of the project site; VIS-6 related to permanent changes to views along SR 32 between SR 99 and El Monte Avenue; and VIS-7 related to permanent changes to views along SR 32 between El Monte Avenue and Yosemite Drive) as significant and unavoidable. Therefore, the City proposes to adopt a Statement of Overriding Considerations to discuss those overriding benefits of the project that outweigh the environmental impacts associated with the project.

Letter V

Hwy 32 and Fir street. Page 1 of 1

Bob Greenlaw - Hwy 32 and Fir street.

From: "Monfort, Kirk" <KMonfort@csuchico.edu>
To: Bob Greenlaw <bgreenla@ci.chico.ca.us>
Date: 4/12/2010 2:13 PM
Subject: Hwy 32 and Fir street.
CC: "Mills, Russell" <RMills@csuchico.edu>, Ed McLaughlin <Edex08@aol.com>, "Schwab, Ann" <ASchwab@csuchico.edu>, Katie Simmons <katiemsimmons@yahoo.com>

Hi,

I understand that with the new hwy 32 remodel, two way bike traffic on Fir St may be eliminated. This is not good for cyclists. The best bike route from downtown Chico to the Mall and back is Southpark drive to the exit at the west end of 8th street, across fir to Humbolt, then the bike path through Walnut estates to Springfield. Going from 8th street across Forest or El Monte to get to the Mall is out of the way and unpleasant. It is so far out of the way, I for one would be tempted to takie Fir no matter if it is one way or not to get to or from the Mall and other points in that direction. Thanks. V-1

Kirk Monfort
Velo BOD
GPAC

Response to Comment Letter V—Kirk Monfort, April 12, 2010

Response to Comment V-1

See Master Response III.

Apr 12 10 03:09p Greg Steel 530-342-3191 p.1

Letter W

Via Fax

April 12, 2010

To: Bob Greenlaw, Senior Civil Engineer
City of Chico
Fax 895-4899

Fm: Greg Steel, Board Member
Sierra Lakeside POA
603 Parkwood Drive, Chico, CA 95928
Phone & Fax 342-3191

Re: Noise Abatement for S.R. 32 Widening Project

Sierra Lakeside is a senior (age 55 or better) housing complex which is located immediately adjacent to the S.R. 32 proposed widening project.

A major concern of our Board, and the residents of the complex, is the potential for significant additional traffic noise, not only during the construction phase of the project but as a result of the impacts of the project. W-1

You may be aware that our complex was designed in the late 1980's when there was far less traffic on Highway 32, and many of the windows face south, toward the highway. In recent years, the City Council has approved 1,400 additional housing units on the other side of the highway, and there is an obvious concern about additional noise resulting from additional traffic. W-2

You public notice did not identify noise as a significant and unavoidable environmental impact, so we trust that any mitigation measures will fully address this concern. W-3

Moreover, since many of the residents in the complex are currently quite elderly and live on limited incomes, it is our hope that the noise mitigation issue will also fully address environmental justice concerns. W-4

Thank you for the opportunity to comment.

cc: Board Members, Sierra Lakeside POA
The Hignell Companies, c/o Mr. Ray Villar

Responses to Comment Letter W—Greg Steel, Board Member, Sierra Lakeside POA, April 12, 2010

Response to Comment W-1

Receptors R-36 and R-37 were included in the traffic noise analysis in order to estimate traffic noise impacts for Sierra Lakeside residents (see the rows in Table 3-5 that correspond to R-36 and R-37 for an estimate of project-related traffic noise levels).

Response to Comment W-2

The approved Oak Valley subdivision was included in the traffic noise analysis, and therefore, traffic noise levels associated with this development are included in the projected future background traffic noise levels.

Response to Comment W-3

Because the project includes construction of a 6-foot high sound wall and the use of noise-reducing pavement, including along that portion of SR 32 that fronts the Sunrise Lakeside Apartments, the project would not result in significant and unavoidable impacts. The project would result in less than significant impacts based on City noise standards. As noted in the draft EIR, even though a 6-foot wall is adequate to meet City noise standards, City staff will recommend to the City Council that an 8-foot wall be adopted.

Response to Comment W-4

Environmental justice relates to *disproportionate* impacts to low-income and minority populations. The project corridor does not contain a predominantly low-income or minority population based on federal definitions.

Letter X

RECEIVED
APR 12 2010
CITY OF CHICO
BDSD / CPSD

Bob Greenlaw
City of Chico
Po Box 3420
Chico CA 95927

Re. Hwy 32 widening project

April 13, 2010

Dear Mr Greenlaw,

We are Chico residents who may frequently visit our daughter who lives adjacent to Hwy 32 we would like to see an 8' pre-cast concrete sound wall built, to mitigate the unacceptable noise pollution, we would like to maintain the visual appeal of the eastern corridor to our beautiful city of Chico. X-1

Thank you,

Thomas R Williams
Thomas R Williams

Mildred C Williams

14 Westminster Ct
Chico CA 95928

Response to Comment Letter X—Thomas R. and Mildred C. Williams, April 12, 2010

Response to Comment X-1

The City notes your support for an 8-foot pre-cast concrete wall. Your support of this alternative will be considered by the City Council when they make its decision on the project.

Letter Y

Bob Greenlaw - SR 32 DEIR Comments

From: Neil McCabe <nsmccabe@comcast.net>
To: Bob Greenlaw <bgreenla@ci.chico.ca.us>
Date: 4/15/2010 3:47 PM
Subject: SR 32 DEIR Comments

Hello Bob,

I offer the following comments regarding the SR 32 DEIR:

If I have read Chapter 4, Summary, correctly, and in particular Table S-2, the preferred alternative being recommended by city staff would result in the removal of 113 trees (greater than 6" in diameter at breast height), the pruning of additional trees, and the installation of 8' high pre-cast sound barrier. Y-1

It is my hope that mitigation measure BIO-15a will be implemented in a manner which will compensate for the removal of these trees by requiring the planting and survival of a like number of trees, preferably native species, including valley oak and interior live oak, along the edges of the right of way and within the median. Y-2

It is my further hope that VIS-4 will implement appropriate measures to mitigate the adverse aesthetic effects of the sound barriers. Planting trees and shrubs (preferably native species such as red bud and toyon) to screen the barriers from view would seem to be the best way to do this. Y-3

Thanks for your consideration of these matters.

Neil McCabe
2255 E. 8th St.
Chico, CA 95928

Responses to Comment Letter Y—Neil McCabe, April 15, 2010

Response to Comment Y-1

You are correct in stating that the City's staff preferred alternative would result in the removal of 113 trees greater than 6 inches in diameter at breast height.

Response to Comment Y-2

As described for Mitigation Measure BIO-15a, the compensation ratios will be developed in coordination with the City of Chico Urban Forester. Planted species would be based on those removed in the project area and will include primarily valley oak and interior live oak.

Response to Comment Y-3

As described under Mitigation Measure BIO-15a, trees would be planted that would partially screen the proposed sound wall as shown in Figures 6-3a-6-8b.

Letter Z

Bob Greenlaw - SR 32

From: "Bob Purvis" <rpurvis@digitalpath.net>
To: <bgreenla@ci.chico.ca.us>
Date: 4/16/2010 3:21 PM
Subject: SR 32
CC: "Neal McCabe" <nsmccabe@comcast.net>

Hi Bob,

I support the comments of Neil McCabe, and hope you respond to them. Z-1

Thanks for your interest.

Bob Purvis

Response to Comment Letter Z—Bob Purvis, April 16, 2010

Response to Comment Z-1

See Responses Y-1 through Y-3.

Chapter 5
Mitigation Monitoring Program

The following table contains the project's proposed mitigation monitoring program. This program was developed based on the findings of the draft and final EIRs. In accordance with CEQA (Pub. Res. Code sec. 21081.6) and the State CEQA Guidelines (sec. 15091(d) and 15097), this program identifies those mitigation measures from the EIR that are recommended for adoption by the City to ensure that potential significant environmental impacts of the proposed project are avoided or mitigated to a less-than-significant level. For each mitigation measure, this table identifies the party responsible for implementing the mitigation measure, the timing for implementing the measure, how the measure will be monitored, and the standards that can be used to determine the success of the measure.

This table is the same one that appeared in the draft EIR except that the mitigation measures from the initial study have been numbered to correspond with the numbers used in Table S-1; clarifications have been made to the table; and a column has been added so that the City can record the date in which they verify that each measure has been implemented. No other changes to the project mitigation measures were needed to respond to comments received during the draft EIR public review period.

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
Recommended Mitigation Measures this EIR					
Chapter 3. Noise					
NZ-2a: Employ Noise-Reduction Construction Measures	City of Chico (City) or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Compliance with Caltrans standard specifications for Sound Control Requirements and the City's noise ordinance	
Chapter 4. Air Quality					
AIR-1a: Implement Measures from Butte County Air Quality Management District's (BCAQMD) CEQA Air Quality Handbook	City or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Compliance with BCAQMD's standards for construction emissions	
Chapter 5. Biological Resources					
BIO-1a: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions	Qualified biologist <u>retained by City, Caltrans, or designated contractor</u>	Prior to construction	City approval of ~~education of~~ education program, monitoring of administration of program, and periodic inspections during construction by the City and biological monitor to ensure implementation of construction restrictions and guidelines by contractors	Adherence by construction contractor to construction restrictions and guidelines	
BIO-1b: Install Construction Barrier Fencing to Protect Sensitive Biological Resources Adjacent to the Construction Zone	City or Caltrans or designated contractor	Prior to construction	Periodic site inspections by the City and biological monitor	Installation of fencing around construction area so as to avoid removal or disturbance of sensitive biological resources that are outside of the construction zone	
BIO-1c: Retain a Biological Monitor	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspections when construction activities occur in and adjacent to environmentally sensitive areas	Adherence to all adopted biological resources mitigation measures	
BIO-1d: Minimize Loss of Trees	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspections by the City and biological monitor	Adherence to specific actions identified in this mitigation measure	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
BIO-1e: Compensate for Loss of Riparian Habitat	City	Prior to construction as part of Section 404 nationwide (NWP) permit	Corps will issue permit upon evidence of purchase of required mitigation credits	Issuance of NWP by Corps	
BIO-2a: Compensate for Loss of Fresh Emergent Wetland	City	Prior to construction as part of Section 404 nationwide (NWP) permit	Corps will issue permit upon evidence of purchase of required mitigation credits	Issuance of NWP by U.S. Army Corps of Engineers (Corps)	
BIO-3a: Compensate for Loss of Vernal Pool, Vernal Swale, and Seasonal Wetland	City	Prior to construction as part of Section 404 nationwide (NWP) permit	Corps will issue permit upon evidence of purchase of required mitigation credits	Issuance of NWP by Corps	
BIO-4a: Compensate for Temporary and Permanent Loss of Seasonal Drainage	City	Prior to construction as part of Section 404 nationwide (NWP) permit	Corps will issue permit upon evidence of purchase of required mitigation credits	Issuance of NWP by Corps	
BIO-5a: Compensate for Loss of Butte County Meadowfoam (BCM) and Its Habitat	City	Prior to construction	City to monitor compliance with U.S. Fish and Wildlife Service (USFWS) biological opinion (BO) , dated February 3, 2009	Approval of management plan by City for Bidwell Ranch Conservation Area Establishment of a new BCM preserve within USFWS-approved location	
BIO-6a: Fence Habitat for Vernal Pool Branchiopods and Implement Erosion Control Measures	City or Caltrans or designated contractor	Prior to construction	Periodic site inspections by the City and biological monitor	Installation of fencing around suitable vernal pool branchiopod habitat	
BIO-6b: Implement Erosion Control Measures	City or Caltrans or designated contractor	Prior to and during construction	Periodic inspection during construction	Compliance with project Storm Water Pollution Prevention Plan	
BIO-6c: Avoid Changes in Hydrology and Avoid or Minimize Long-Term Water Quality Impacts	City or Caltrans or designated contractor	Prior to, during construction, and after construction	Long-term inspection and maintenance of permanent Best Management Practices	Compliance with the National Pollutant Discharge Elimination System (NPDES) permit	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
BIO-6d: Compensate for Direct and Indirect Impacts to Vernal Pool Branchiopod Habitat	City	Prior to construction	City to monitor compliance with USFWS BO, dated February 3, 2009	Purchase of vernal pool preservation credits or preserve features within a USFWS approved off-site conservation area per the BO	
BIO-7a: Compensate for Impacts to Valley Elderberry Longhorn Beetle and its Habitat	City	After construction	Monitoring to be conducted in compliance with USFWS-approved procedures and approved USFWS BO	Compliance with USFWS approved guidelines for establishment of Valley elderberry longhorn beetle conservation areas; approval of conservation area by USFWS; compliance with conditions of USFWS BO	
BIO-9a: Conduct Work in Creeks Only During the Dry Season or Conduct a Preconstruction Survey for Western Pond Turtles	Qualified biologist retained by City, Caltrans, or designated contractor	Work in creeks during dry season (June 1-October 15 or when the creek is dry) or conduct survey within 24 hours prior to start of construction	Site inspection by qualified biologist	If turtle found, move turtle to suitable aquatic habitat outside construction area	
BIO-9b: Conduct Preconstruction Surveys for Western Pond Turtle and Giant Garter Snake	Qualified biologist retained by City, Caltrans, or designated contractor	Within 24 hours prior to start of construction	Site inspection by qualified biologist	If active nest found, implement avoidance measures with California Department of Fish and Game (DFG) approval	
BIO-10a: Conduct Construction Activities during the Active Period of Giant Garter Snakes	City or Caltrans or designated contractor	Construction to occur during snake active period (May 1-October 1) or notify USFWS to determine if additional measures required	Site inspection by qualified biologist	Compliance with USFWS approved measures if construction to occur between October 2-April 30	
BIO-10b: Monitor Construction Activities in Giant Garter Snake Habitat	Qualified biologist retained by City, Caltrans, or designated contractor	During construction	Site inspection by qualified biologist	No disturbance to giant garter snake	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
BIO-10c: Restore and Compensate for Direct and Indirect Impacts to Giant Garter Snake Habitat	City	Prior to construction	City to monitor compliance with USFWS BO, dated February 3, 2009	Compliance with USFWS BO	
BIO-11a: Avoid Construction during the Nesting Season of Migratory Birds or Conduct Preconstruction Survey for Nesting Birds	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	No disturbance to nesting birds	
BIO-11b: Avoid Bridge Work during the Swallow Nesting Period or Implement Measures to Exclude Swallows from the Bridge	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	No disturbance to nesting swallows	
BIO-12a: Compensate for the Loss of Swainson's Hawk Foraging Habitat	City or Caltrans or designated contractor	Prior to construction		Compliance with DFG mitigation for Swainson's hawks in the Central Valley by providing off-site management lands	
BIO-13a: Conduct Preconstruction Surveys for Roosting Bats	Qualified bat biologist retained by City, Caltrans, or designated contractor	Prior to tree removal or trimming	Site inspections during tree removal and trimming	No disturbance to roosting bats	
BIO-15a: Compensate for Loss of Protected Trees	City or Caltrans or designated contractor	After construction	Annually for 3 years after planting or per the approved planting plan	Replace plantings per a mitigation planting plan to be approved by the City urban forester	
BIO-16a: Avoid the Introduction of New Invasive Plant Species or the Spread of Existing Invasive Plant Species	City or Caltrans or designated contractor	Prior to and during construction	Site inspection by City or Caltrans and biological monitor	No introduction of new noxious weed infestations during or after construction	
Chapter 6. Visual Resources					
VIS-1a: Apply Minimum Lighting Standards if Nighttime Construction is Required	City or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Lights used for night time construction are lowest allowable height and wattage and are screened and shielded away from adjacent residences	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
VIS-4: Implement Sound Barrier Aesthetics	City or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Construction of walls that blend into the environment to the extent feasible	
VIS-5a: Apply Minimum Lighting Standards	City or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Lighting standards used with lowest allowable height and wattage per City and Caltrans standards	
VIS-5b: Construct Walls with Low-sheen and Non-reflective Surface Materials for Concrete Sound Barrier Design Option	City or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Construction of walls that blend into the environment to the extent feasible	
Mitigation Measures from 2007 Initial Study					
Cultural Resources					
CR-1a: If buried resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, the contractor will stop work in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City, Caltrans and other appropriate agencies. Further mitigation and/or construction shall be consistent with the recommendations of the archaeologist. Any cultural resources found during construction will be recorded or described in a professional report and submitted to the Northeast Information Center at CSU Chico. The City will be responsible for preparing the report. CR-1b: If human remains are discovered during project construction, the contractor	City or Caltrans or designated contractor	During construction	Development and implementation and procedures, if required that identifies monitoring requirements by a qualified archeologist during construction	Compliance with Secretary of Interior standards	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
shall stop all work at the discovery location and any nearby area reasonably suspected to overlie adjacent human remains (Public Resources Code, Section 7050.5). The County Coroner shall be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it shall be necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of Native American Heritage Commission (NAHC) (Public Resource Code, Section 5097). The coroner shall contact Native American Heritage Commission. The descendents or most likely descendents of the deceased shall be contacted. Work shall not resume until the descendents have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Public Resource Code, Section 5097.98. Work may resume if the NAHC is unable to identify a descendant or the descendant fails to make a recommendation. If human remains are found, the City and Caltrans will work with the NAHC as described on the NAHC web page regarding the treatment of human remains: http://nahc.ca.gov/profguide.html.					

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
Geology and Soils					
GS-1: The project will be designed to conform to the conclusions and recommendations of the final foundation investigation as it related to the design and construction of Dead Horse Slough bridge.	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with recommendations of project foundation investigations report	
GS-2a: The project will be designed to conform to the conclusions and recommendations of the final geotechnical report as they relate to structural sections, earthwork, sound walls and drainage to mitigate potential geologic and soil constraints. GS-2b: The contractor shall submit and obtain approval of an erosion control plan from the City of Chico. The erosion control plan will be designed to limit the effects of soil erosion and water degradation during construction. This plan will be prepared in accordance with City requirements. Construction plans and specifications for all elements of the project shall include provisions for erosion control in the event of non-seasonal or early seasonal rainfall during construction, as well as for disturbed area that remain unvegetated during the rainy season. In addition, rainy season control measures shall be in place and operational before October 15th of each year.	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with recommendations of project geotechnical report	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
Hazards and Hazardous Materials					
HAZ-1a: A focused site characterization report will be prepared and submitted to Regional Board describing sampling and analysis activities within the SR 32 right-of-way along the South Branch Dead Horse Slough. Based on the findings of this report, a remedial design and implementation plan will be prepared and submitted to the Regional Board. Any soil found to contain hazardous material concentrations above any federal or state remediation action levels would be classified in accordance with Title 22 of the California Code of Regulations, and removed to a suitable off-site facility. Excavation activities would be conducted in accordance with the approval from Regional Board, the Streambed Alteration Agreement from DFG, and an Authority to Construct permit from the Butte County Air Quality Management District (BCAQMD). If testing indicates that the concentrations are below regulatory action levels, the soil may be used on-site or disposed of at a Class II or Class III landfill. HAZ-1b: The contractor will develop and implement a spill prevention and control program to minimize the potential for, and effects from spills of hazardous, toxic or petroleum substances during construction of the project. The program would be a component of the Storm Water Pollution Prevention Plan. If a spill is reportable under federal, state, or local regulations, the contractor will notify the City of Chico,	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with remedial design and implementation plan and spill prevention and control program	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
Butte County Environmental Health and California Department of Toxic Substances Control, which has spill response and cleanup ordinances to govern emergency spill response. HAZ-1c: A written description of reportable releases will be submitted to the Regional Water Quality Control Board (RWQCB). This submittal would include a description of the release, including the type of material and an estimate of the amount spilled; the date of the release; an explanation of why the spill occurred; and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form					
HAZ-2: Yellow traffic striping will be removed and disposed of in a manner consistent with the handling of solids containing hazardous levels of metals	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with remedial design and implementation plan	
Hydrology and Water Quality					
HWQ-1a: The project will be designed to conform to the conclusions and recommendations of the Final Location Hydraulic Study Report, Final Bridge Design Hydraulic Study, and Storm Water Data Report. HWQ-1b: The contractor will avoid and minimize potential construction-related water quality impacts through compliance with the Regional Board by preparing and submitting the following water quality permits and plans.	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with Final Location Hydraulic Study Report, Final Bridge Design Hydraulic Study, and Storm Water Data Report.	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
■ Enrollment into the National Pollutant Discharge Elimination System (NPDES) Statewide Construction General Permit by submission of a Notice of Intent. ■ Preparation of a Storm Water Pollution Prevention Plan (SWPPP) for minimizing and avoiding impacts to water quality during construction activities. HWQ-1c: The contractor will be responsible for understanding and following the guidelines set forth in the Caltrans Storm Water Quality Handbook, Construction Best Management Practices (BMPs) Manual, March 2003 or latest edition. Measures consistent with the current Caltrans' Construction Site BMPs Manual, including the SWPPP and Water Pollution Control Program (WPCP) Manuals, will be implemented to include an integrated approach that addresses stormwater quality activities of various functional units, including construction. HWQ-1d: The contractor will prepare a site-specific SWPPP for the project to protect receiving waters from pollution. The SWPPP will include standard sediment and erosion control measures which will include limiting soil disturbances during the winter rainfall season. Given the site-specific conditions of the project area, the SWPPP for this project will generally include limiting soil disturbances during the winter rainfall season of October 15 through April 15 and fully stabilizing disturbed areas prior					

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
to December 1. Standard sediment erosion control measures, such as silt fencing, straw bale barriers, sediment traps, or other measures could also directly reduce the offsite transport of sediment from disturbed slopes. Existing vegetation that can be preserved will be identified and flagged or fenced to avoid disturbance. Erosion in disturbed areas will be controlled through the use of grading operations that eliminate direct routes for conveying runoff to drainage channels and use of soil stabilization BMPs, such as mulching, erosion control fabrics, and/or reseeding with grass or other plants where necessary. Standard staging area practices for sediment tracking reduction also will be identified where necessary including vehicle washing and street sweeping. Temporary concentrated flow conveyance systems also will be considered, such as berms, ditches, and outlet flow-velocity dissipation devices to reduce erosion from newly disturbed slopes. The contractor will regularly inspect and maintain the BMPs in good working order. HWQ-1e: The City will incorporate permanent post-construction BMPs in the project design to avoid or minimize long-term water quality impacts, pursuant to the NPDES storm water permit. Appropriate BMPs for the project site could include stabilization measures such as preservation of existing vegetation, concentrated flow conveyance systems (ditches, berms, drains, flared culvert end sections, outlet					

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
protection, and flow-velocity dissipation), and slope roughening or terracing for new cut-and-fill slopes as deemed necessary by the project engineer. Slope protection measures will be implemented to control erosion such as reducing the length of disturbed slopes, reducing the gradient of slopes, and preventing concentrated flow over slope soils. The City will be responsible for long-term inspection and maintenance of the permanent BMPs to ensure that they are maintained in good working order.					
Public Services					
PS-1a: The contractor will prepare and implement a coordinated Transportation Management Plan (TMP) for the project that addresses local and Caltrans concerns. The TMP shall be submitted to the City, Caltrans, Butte Regional Transit, California Highway Patrol, and Chico Unified School District 30 days prior to commencement of construction. The TMP shall be consistent with City and Caltrans policies and procedures. ■ The local aspect of the TMP will identify the locations of any temporary detours and signage to facilitate local traffic patterns and through-traffic requirements. ■ The Caltrans aspect of the TMP will identify TMP strategies that will be considered for the project include Construction Zone Enhanced Enforcement Patrol, lane closure, and	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with Transportation Management Plan	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
maintaining traffic. Most of the construction along State Route 32 will take place behind temporary K-railing with traffic attenuators placed as necessary. the design of the project and the TMP, especially staging and traffic control systems, will be coordinated closely with the Caltrans District 3 TMP coordinator. ■ The TMP will include measures to facilitate coordination with Butte Regional Transit to ensure that B-line bus routes are not adversely affected during project construction. ■ The TMP will include measures to facilitate coordination with the California Highway Patrol to ensure that operations out of its office at 995 Fir Street will not be adversely affected during project construction. PS-1b: The contractor will provide 10 days notice to emergency service providers (i.e., law enforcement, fire protection, ambulance service, and the California Highway Patrol), Butte Regional Transit, and the Chico Unified School District of any construction activity that would hinder emergency vehicle response time, bus travel routes, or access to or from the school. PS-1c: The contractor will provide 10 days notice to residents, businesses and the school to minimize construction conflicts. Construction activities will be coordinated to avoid blocking or limiting access to homes, business, and properties to the					

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
maximum extent possible. Residents and businesses will be advised about potential access or parking effects before construction activities begin. PS-1d: The contractor shall provide a parking plan to accommodate construction equipment and parking for construction workers at the same sites. For each construction phase, the parking plan will identify sites for construction staging/parking to avoid effects on local residents and businesses. PS-1e: The contractor will also include measures in the TMP to ensure provision of safe travel for pedestrians and bicyclists during construction. The TMP will also ensure that all affected roadway facilities remain compliant with the American Disabilities Act during construction.					
Transportation and Circulation Factors					
T-1: The contractor shall prepare a Transportation Management Plan (TMP) for the project. Consistent with Caltrans policy and procedures, the design of the project and the TMP, especially staging and traffic control systems, will be coordinated closely with the Caltrans District 3 TMP coordinator. TMP strategies that will be considered for the project include Construction Zone Enhanced Enforcement Patrol, lane closure, and maintaining traffic. Most of the construction will take place behind temporary K-railing with traffic attenuators placed as necessary	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with Transportation Management Plan	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
Utilities and Service Systems					
U-1: During project construction, construction of utility crossings at intersections along SR 32 will be constructed on an as-needed basis for various utilities (such as water, wastewater, drainage, electrical, communications, telephone, gas, etc.), as determined to be needed in coordination with the various service providers. These utility crossings would "stud out' within the project limits on the north and south sides of SR 32.	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	No disruption of utility services during and after construction	

RESOLUTION NO. 39-10

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHICO APPROVING THE STATE ROUTE 32 WIDENING PROJECT

WHEREAS, the City Council has been requested to approve the State Route 32 widening projects, as specifically described in the EIR prepared for the Project and certified by Council; and

WHEREAS, the City Council has adopted findings regarding the environmental impacts of the project and has adopted a statement of overriding considerations for those impacts that cannot be mitigated to a less than significant level:

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Chico as follows:

1. The City Council hereby approves the State Route 32 widening project as described in the EIR for the State Route 32 Widening Project and further directs that the project include the following design options and alternatives shall be incorporated into the project:

   a. Design Option A4, described in the Draft EIR, calling for an 8 foot high sound barrier, which shall be constructed of precast concrete.

   b. Location Options B1 and B2, described in the Draft EIR, shall be included in the areas at which a sound wall shall be constructed. The sound wall shall be 8 feet high and constructed of precast concrete.

   c. The project shall be constructed using the Timber Barrier alternative described in the Draft EIR.

   d. The Capital Projects Services Director may approve increased sound wall height, not to exceed a total of ten feet, where the elevation of a property along which the sound wall is to be placed is lower than the average elevation of the neighboring properties.

The Council further directs that all mitigation measures referenced in the resolution approved by Council certifying the EIR for the project be incorporated into the project.

THE FOREGOING RESOLUTION WAS ADOPTED at a meeting of the City Council of the

DATE_____ AGENDA 7/6/10 COUN____
ADD. INFO_____ CM___ ACM___ CA____
GSD___ CPSD ✓ ASD____ CLK___ PSD____
BDSD___ HR/RM___ FIN.D___ COP___ FC____
HNSD File OTHER_____

City of Chico held on July 6, 2010, by the following vote:

AYES: Flynn, Gruendl, Holcombe, Nickell, Wahl, Walker, Schwab

NOES: None

DISQUALIFIED: None

ABSENT: None

ABSTAIN: None

ATTEST:

Deborah R. Presson, City Clerk

APPROVED AS TO FORM:

Lori J. Barker, City Attorney

RESOLUTION NO. 38-10

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHICO 1) CERTIFYING THE ADEQUACY OF THE ENVIRONMENTAL IMPACT REPORT FOR THE STATE ROUTE 32 WIDENING PROJECT; 2) ADOPTING FINDINGS REGARDING ENVIRONMENTAL EFFECTS; 3) ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND 4) ADOPTING A MITIGATION AND MONITORING PLAN

WHEREAS, the City Council has considered the Environmental Impact Report ("EIR") prepared for the State Route 32 Widening Project ("Project") and has determined that it was completed in compliance with the California Environmental Quality Act ("CEQA") (Pub. Resources Code § 21000 et seq.), CEQA Guidelines (14 CCR § 15000 et seq.), and the local procedures adopted by the City pursuant thereto; and

WHEREAS, the City Council has reviewed and considered the information and analysis contained in the EIR; and found that the EIR reflects the City Council's independent judgment; and

WHEREAS, based on the entire record in the matter, the City Council has determined that the EIR should be certified; and

WHEREAS, the EIR identified certain significant effects on the environment that would be caused by construction and operation of the Project, absent the adoption of mitigation measures; and

WHEREAS, the City is required, pursuant to CEQA, to adopt all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant effects on the environment associated with a project to be approved; and

WHEREAS, as the CEQA Findings of Fact attached to this resolution demonstrate, many of the significant effects on the environment associated with the Project can be either substantially lessened or avoided through the adoption of feasible mitigation measures, although some of these effects will remain significant and unavoidable despite the adoption of all feasible mitigation measures; and

WHEREAS, because the adoption of all feasible mitigation measures cannot substantially lessen or avoid all significant effects on the environment associated with the Project, the City must consider the feasibility of alternatives, as set forth in the Final EIR, that

may avoid or substantially lessen such impacts; and

WHEREAS, because the adoption of the mitigation measures and alternatives will not avoid or substantially lessen all identified significant effects on the environment associated with the Project, CEQA requires the City to adopt a Statement of Overriding Considerations in the event the City Council approves the Project; and

WHEREAS, the City is required by Public Resources Code section 21081.6 (a) to adopt a mitigation monitoring and reporting program to ensure that the mitigation measures adopted by the City are actually carried out; and

WHEREAS, a Mitigation Monitoring and Reporting Plan for the Project has been prepared.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CHICO:

1. Certification of EIR: The City Council makes the following findings based upon the evidence in the EIR or elsewhere in the record of these proceedings:

   a. The NOP, and the Draft EIR were duly prepared, noticed, and properly circulated in accordance with the provisions of CEQA.

   b. All comments received during the period of public review for the Draft EIR have been duly considered and incorporated into the Final EIR and, when necessary, replied to, all in accordance with CEQA.

   c. The City provided written responses to all public agency comments received on the Draft EIR at least ten days before certification of the Final EIR, pursuant to the provisions of CEQA.

   d. A good faith effort has been made to identify potentially feasible mitigation measures and alternatives to the extent necessary to avoid or substantially lessen the significant adverse effects of the project, and such mitigation measures and alternatives were considered in the review process in accordance with the provisions of CEQA.

   e. The EIR for the proposed Project has been properly completed and has identified all significant environmental effects of the proposed Project, and there are no known

potential significant environmental effects that are not addressed in the EIR.

f. The City Council has reviewed and considered the information in the EIR.

g. The EIR for the Project reflects the City Council's independent judgment and analysis.

Based on the above, having independently considered the EIR, the City Council hereby certifies that the EIR has been prepared, circulated for agency and public review, and completed in compliance with the requirements of CEQA and fully and adequately discloses and addresses all environmental issues known to be associated with the Project.

2. The City Council hereby adopts the CEQA Findings of Fact attached as Exhibit A to this resolution, as required by Public Resources Code section 21081, subdivision (a);

3. The City Council hereby adopts the Statement of Overriding Considerations, included within Exhibit A to this resolution, as required by Public Resources Code section 21081, subdivision (b);

4. The City Council hereby adopts the Mitigation Monitoring Program attached as Exhibit B to this resolution, as required by Public Resources Code section 21081.6, subdivision (a).

The foregoing resolution was adopted by the City Council of the City of Chico at its meeting held on July 6, 2010, by the following vote:

AYES:	Flynn, Gruendl, Holcombe, Nickell, Wahl, Walker, Schwab
NOES:	None
ABSENT:	None
ABSTAIN:	None
DISQUALIFIED:	None

ATTEST:

Deborah R. Presson, City Clerk

APPROVED AS TO FORM:

Lori J. Barker, City Attorney

CEQA FINDINGS OF FACT
and
STATEMENT OF OVERRIDING CONSIDERATIONS

I.
INTRODUCTION

These findings, as well as the accompanying statement of overriding considerations have been prepared in accordance with the California Environmental Quality Act ("CEQA") the CEQA Guidelines (14 CCR § 15000 et seq.), and the local procedures adopted by the City of Chico ("City"). The City is the lead agency for the environmental review of the project and has the principal responsibility for its approval. The project covered by these findings and the relevant CEQA documents is known as the State Route 32 Widening Project (the "Project.")

II.
STATEMENT OF FINDINGS

The findings and determinations contained herein are based on the competent and substantial evidence, both verbal and written, contained in the entire record relating to the Project and the EIR. The findings and determinations constitute the independent findings and determinations by the City Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

The City Council hereby incorporates by reference and adopts as its own, the reasoning set forth in both environmental documents, and thus relies on that reasoning even where not specifically mentioned or cited herein, in reaching the conclusions, except where additional evidence is specifically mentioned. The City Council further intends that if these findings fail to cross-reference or incorporate by reference any other part of these findings, any finding required or permitted to be made by this City Council with respect to any particular subject matter of the Project shall be deemed made if it appears in any portion of these findings or findings elsewhere in the record.

III.
DEFINITIONS AND ACRONYMS

"CEQA" means California Environmental Quality Act.
"City" means City of Chico.
"Council" or "City Council" means the City Council of the City of Chico.
"DEIR" or "Draft EIR" means the Draft Environmental Impact Report for the State Route 32 Widening Project, dated February 2010.
"EIR" means Environmental Impact Report, including both the DEIR and FEIR.

"FEIR" or "Final EIR" means the Final Environmental Impact Report for the State Route 32 Widening Project, dated May 2010.
"IS" means Initial Study.
"LOS" means level of service.
"MM" means mitigation measure.
"MMP" means Mitigation Monitoring Program.
"NO_x" means nitrogen oxide.
"NOP" means Notice of Preparation.
"PM_{10}" means particulate matter equal to or less than 10 microns in diameter.
"SCH" means State Clearinghouse.

IV.
PROJECT DESCRIPTION

A. PROJECT DESCRIPTION

The City is evaluating the environmental effects of the widening and improvement of approximately 2.6 miles of State Route 32 from State Route 99 to east of Yosemite Avenue.

The Project would widen the highway to include a median and four lanes. It would extend four lanes to the east past Yosemite and then taper back to two lanes. The number of through travel lanes between Fir Street and State Route 99 would be increased from four to six. A sound barrier would be constructed at adjacent residential property lines.

Fir Street would be signalized at both intersections with SR 32 and converted to a one-way northbound movement with two lanes turning west on SR 32 and a third lane going north to E. 8th Street. Two-way bicycle access would be provided along Fir Street with a Class I bicycle facility on the west side of Fir Street and a Class II facility in the east side. El Monte and Forest Avenues would be widened to accommodate additional turn and through lanes to improve traffic flow at their intersections with SR 32. A traffic signal will be installed at SR 32 and Yosemite Ave. Class II bicycle lanes crossing SR 32 will be included at its intersections with Forest Avenue, El Monte Avenue and Bruce Road. A new bridge would be constructed over Dead Horse Slough just east of Bruce Road.

B. PROJECT OBJECTIVES

The objectives of the Project are:

- To provide additional capacity needed to accommodate approved and planned development on and near the SR 32 corridor between SR 99 and Yosemite Avenue.
- Correct existing operational and safety concerns at the SR32/SR99 interchange that would be expected to worsen without the improvements at that intersection.

- Help maintain and improve connectivity between neighborhoods to the north and south of that section of SR 32.

(See DEIR, p. 2-2.)

V.
ENVIRONMENTAL REVIEW PROCESS

In accordance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, the City prepared a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) in February 2007 (SCH# 2007022045). This notice was circulated to the public, local, State, and Federal agencies, and other interested parties to solicit comments on the proposed project.

The EIR includes an analysis of the following issue areas:

Noise
Air Quality
Visual Resources
Biological Resources

The City published the DEIR for public and agency review. The public review period was 45 days, beginning February 25, 2010, and ending on April 12, 2010. The City received a number of comment letters from agencies and the public regarding the DEIR.

In May 2010, the City published the final EIR for the Project.

VI.
RECORD OF PROCEEDINGS

The record of proceedings for the decision on the Project consists of the following documents, at a minimum:

- The Notice of Preparation dated February 6, 2007, and all other public notices issued by the City in conjunction with the Project;
- Comments received on the Notice of Preparation issued by the City;
- The DEIR and all appendices to the DEIR for the State Route 32 Widening Project;
- Notices of Completion and of Availability, providing notice that the DEIR was completed and available for public review and comment;

- All comments submitted by agencies or members of the public during the comment period on the DEIR;

- All comments and correspondence submitted to the City with respect to the Project, in addition to timely comments on the DEIR.

- The FEIR for the State Route 32 Widening Project dated May 2010, including all documents referred to or relied upon therein, and documents relied upon or referenced in these findings, which include, but are not limited to the following:

    - All timely comments received on the DEIR and responses to those comments;

    - All Technical appendices to the EIR;

    - Letters and correspondence submitted to the City following the release of the FEIR;

    - The mitigation and monitoring plan for the project;

- All reports, studies, memoranda (including internal memoranda not protected by the attorney-client privilege), maps, staff reports, or other planning documents relating to the project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Project;

- All reports, studies, memoranda, maps, staff reports, or other planning documents related to the Project cited or referenced in the preparation of the DEIR or FEIR;

- Any documentary or other evidence submitted to the City at any information sessions, public meeting or public hearing;

- The relevant files of the City of Chico Capital Projects Services Department for the State Route 32 Widening Project;

- The City of Chico General Plan and Chico Municipal Code;

- Matters of common knowledge to the City including, but not limited to Federal, State, and local laws and regulations;

- Any documents expressly cited in these findings, in addition to those cited above; and

- Any other materials required for the record of proceedings by Public Resources Code section 21167.6(e).

The official custodian of the record is the Capital Projects Services Director of the City of Chico, located at 411 Main Street, Chico, CA 95928.

VII.
FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See Pub. Resources Code, § 21081, subd. (a); CEQA Guidelines, § 15091, subd. (a).) For each significant environmental effect identified for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines, § 15091, subd. (a)(1)) The second permissible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (CEQA Guidelines, § 15091, subd. (a)(2)) The third potential conclusion is that "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines, § 15091, subd. (a)(3).)

Public Resources Code section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." CEQA Guidelines section 15364 adds another factor: "legal" considerations. The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project.

The CEQA Guidelines do not define the difference between "avoiding" a significant environmental effect and merely "substantially lessening" such an effect. The City must therefore glean the meaning of these terms from the other contexts in which the terms are used.

Public Resources Code section 21081, on which CEQA Guidelines section 15091 is based, uses the term "mitigate" rather than "substantially lessen." The CEQA Guidelines therefore equate "mitigating" with "substantially lessening." Such an understanding of the statutory term is consistent with the policies underlying CEQA, which include the policy that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." (Pub. Resources Code, § 21002.)

For purposes of these findings, the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level.

Although CEQA Guidelines section 15091 requires only that approving agencies specify that a particular significant effect is "avoid[ed] or substantially lessen[ed]," these findings, for purposes of clarity, will specify whether the effect in question has been reduced to a less than significant level, or has been substantially lessened but remains significant. Moreover, although section 15091, read literally, does not require findings to address environmental effects that an EIR identifies as merely "potentially significant," these findings will nevertheless fully account for all such effects identified in the EIR.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subd. (a), (b))

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b))

These findings constitute the City's best efforts to set forth the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of CEQA. To the extent that these findings conclude that various proposed mitigation measures outlined in the EIR are feasible and have not been modified, superseded or withdrawn, the City hereby binds itself to require implementation of these measures. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City adopts a resolution approving the Project.

VIII.
MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring Program (MMP) has been prepared for the Project, and is being approved by the City Council by the same resolution that adopts these findings. The City will use the MMP to track compliance with Project mitigation measures. The MMP will remain available for public review during the compliance period. The MMP is a separate document from the EIR.

IX.
FINDINGS REGARDING ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES

An IS was prepared for the Project in February 2007. That IS identified potential environmental impacts of the Project in the areas of aesthetics, air quality, biological resources, hazardous materials, hydrology and water quality, noise, public services, transportation/circulation factors, and utilities and service systems. The IS identified mitigation measures that would reduce all of those impacts to a level less than significant except for impacts related to aesthetics and noise for which it was determined a focused environmental impact report should be prepared. It was also subsequently determined that the subjects of air quality and biological resources would be included and further analyzed in the focused environmental impact report.

The DEIR identified a number of significant and potentially significant environmental effects (or impacts) that the Project may cause. Some of these significant impacts can be reduced to a level less than significant through the adoption of feasible mitigation measures. Others cannot be reduced to a less than significant level and will be significant and unavoidable. For the reasons set forth in Section XII, *infra*, however, the City has determined that overriding economic, social or other considerations outweigh the significant, unavoidable effects of the project.

The City's findings with respect to the Project's significant effects and mitigation measures are as follows:

The IS and DEIR identify a number of significant and potentially significant environmental impacts that may result from the Project. All of those impacts can be reduced to a level of less than significant with the adoption and implementation of feasible mitigation measures, except for impacts regarding 1) loss of protected tree species; 2) degradation of the existing visual character; and 3) permanent changes to the view, each of which remain as a significant and unavoidable impact. The city's findings as to each of the Projects significant effects and mitigation measures are as follows:

A. Impacts CR-1 and CR-2: Although the IS concluded that impacts to cultural resources would be less than significant, it nevertheless found that excavation and earthmoving activities associated with the proposed project could cause an

adverse effect to potentially significant, but as of yet unidentified, cultural/historical resources and included a mitigation measure that would ensure this impact remained at a less than significant level. This mitigation measure is included as mitigation measure CR-1a and CR-1b.

Findings: the incorporation of mitigation measures CR-1a and CR-1b into the Project will ensure this impact remains less than significant by requiring that all work be stopped if buried resources are found during ground-disturbing activities in the discovery area and within 100 feet of the find until a qualified archaeologist can assess the significance of the finds. Appropriate mitigation will be recommended by the archaeologist and developed in consultation with the City, Caltrans, and other agencies. Any cultural resources found during construction will be recorded or described in a professional report and submitted to the Northeast Information Center at California State University (CSU) Chico.

If human remains are discovered during project construction, all work will stop at the discovery location and any nearby area reasonably suspected to overlie adjacent human remains. The County Coroner will be contacted to determine if the cause of death must be investigated. If the remains are determined to be of Native American origin, the Project will comply with all state laws regarding the disposition of Native American burials, and the coroner will be required to contact the Native American Heritage Commission.

B. Impacts GS-1 and GS-2: Although the IS concluded that impacts to Geology/Soils would be less than significant, it noted that portions of the Project area, including potentially saturated alluvial soils in the vicinity of Dead Horse Slough, are subject to moderate liquefaction risk during seismic events and subject to some soil erosion and includes mitigation measures GS-1 and GS-2 to ensure that this impact remains less than significant.

Findings: The incorporation of mitigation measures GS-1 and GS-2, into the Project will ensure that this impact remains less than significant by requiring the Project to conform to the conclusions and recommendations of the final foundation investigation as they related to the design and construction of the Dead Horse Slough Bridge; and will require that 1) the Project conform to the conclusions and recommendation of the final geotechnical report as they relate to structural sections, earthwork, sound walls, and drainage; and 2) the implementation of an erosion control plan which will limit the effects of soil erosion and water degradation and will include provisions for erosion control in the event of non-seasonal or early seasonal rainfall, as well as for disturbed areas that remain unvegetated during the rainy season.

C. Impact HAZ-1: The IS noted that the Project is in the vicinity of the Humboldt

Road Burn Dump from which hazardous materials are known to have migrated and that construction activities in this area could be encountered during construction and concludes that this could be a significant impact. The IS concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measures HAZ-1a, HAZ-1b, and HAZ-1c.

Findings: The incorporation of mitigation measures HAZ-1a, HAZ-1b, and HAZ-1c into the Project will mitigate this impact to less than significant because they will require: 1) preparation of a focused site characterization report; 2) development of a spill prevention and control program to minimize the potential for, and the effects from, spills of hazardous, toxics, or petroleum substances; and a requirement to submit a written description of reportable releases to the Regional Water Quality Control Board (RWQCB).

D. Impact HAZ-2: The IS, finds that construction activities could expose individuals to hazardous materials present in the existing yellow traffic striping, resulting in a significant impact. The IS concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure HAZ-2a.

Findings: The incorporation of mitigation measure HAZ-2a into the Project will mitigate this impact to less than significant because it will require that yellow traffic striping be removed and disposed of in a manner consistent with the handling of solids containing hazardous levels of metals.

E. Impact HWQ-1: The IS finds that the project has the potential to violate water discharge requirements by increasing impervious surfaces and contributing to additional water runoff, resulting in a significant impact. The IS concludes that this impact can be mitigated to a less than significant level through the implementation of mitigation measures HWQ-1a, HWQ-1b, HWQ-1c, HWQ-1d and HWQ-1e.

Findings: The incorporation of mitigation measures HWQ-1a, HWQ-1b, HWQ-1c, HWQ-1d and HWQ-1e into the Project will mitigate this impact to a level less than significant because they will ensure the project: 1) conforms to the conclusions and recommendations of the *Final Location Hydraulic Study Report*, *Final Bridge Design Hydraulic Study*, and *Storm Water Delta Report*; 2) requires the construction contractor to avoid and minimize potential construction-related water quality impacts by: enrolling into the National Pollutant Discharge Elimination System (NPDES) Statewide Construction General Permit; preparing and complying with a Storm Water Pollution Prevention Plan (SWPPP); and following the guidelines set forth in the latest Caltrans Storm Water Quality Handbook Construction Best Management Practices (BMPs) manual; 3) is conducted in conformance with a site-specific SWPPP for waters receiving

pollution; and 4) avoids or minimizes long-term water quality impacts through the incorporation of permanent post-construction BMPs in the project design.

F. Impact HWQ-2: The IS finds that the project could increase the likelihood of flooding from surface runoff and that this would be a significant impact and concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measures HWQ-01a, HWQ-1b, HWQ-1c, HWWQ-1d and HWQ-1e.

Findings: The incorporation of mitigation measures HWQ-1a, HWQ-1b, HWQ-1c, HWQ-1d and HWQ-1e into the Project will mitigate this impact to less than significant through a variety of means, as described under the findings for Impact HWQ-1.

G. Impact HWQ-3: The IS finds that the Project could alter the existing drainage pattern of the Project in a manner that would result in substantial erosion or siltation on- or off-site, and finds that this would be a significant impact. It concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measures HWQ-1a, HWQ-1b, HWQ-1c, HWQ-1d and HWQ-1e.

Findings: The incorporation of mitigation measures HWQ-1a, HWQ-1b, HWQ-1c, HWQ-1d and HWQ-1e into the Project will mitigate this impact to less than significant through a variety of means, as described under the findings for Impact HWQ-1.

H. Impact PS-1: The IS finds that construction-related traffic delays could temporarily affect emergency services such as fire protection, schools, and other government services, and that this would be a significant impact. It concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measures PS-1a, PS-1b, PS-1c, PS-1d and PS-1e.

Findings: The incorporation of mitigation measures PS-1a, PS-1b, PS-1c, PS-1d and PS-1e into the Project will mitigate this impact to a level less than significant because they will require the contractor to: 1) prepare and implement a coordinated Transportation Management Plan (TMP); 2) provide 10 days notice to emergency service providers of any construction activities that would hinder vehicle response time, bus travel routes, or access to or from schools; 3) provide 10 days notices to residents, businesses, and the school to minimize construction conflicts; 4) develop a parking plan that identifies a site at which construction equipment storage/staging and parking for construction workers can occur at the same locations; and 5) include measures in the TMP to ensure provision of safe travel for pedestrians and bicyclists.

I. Impact T-1: Although the IS concluded that the Project would not have significant impacts on transportation or circulation, it did note that construction activities could cause traffic volumes to exceed level of service (LOS) and/or General Plan standards during construction; and include a mitigation measure.

Findings: The incorporation of mitigation measure T-1 into the Project will further ensure this impact remains less than significant because it will require that the contractor prepare and implement a TMP. Design of the project and the TMP will be coordinated closely with Caltrans District 3. Potential TMP strategies include Construction Zone Enhanced Enforcement Patrol, lane closures, and maintaining traffic.

J. Impact U-1: Within the project area, there are utility lines that cross SR-32 and a Western Area Power Administration 230 Kilovolt (kV) transmission line just each of the Yosemite Drive intersection. The EIR, in impact U-1, finds that construction of the proposed project could potentially affect these utilities, resulting in a significant impact. The EIR concludes that his impact can be mitigated to a less than significant level through implementation of mitigation measure U-1.

Findings: The incorporation of mitigation measure U-1 into the Project will mitigate this impact to less than significant because it will require the utility crossings at intersections along SR 32 be constructed on an as-needed basis, as determined by the various service providers. These utility crossings would "stub out" within the project limits on the north and south sides of SR 32.

K. Impact NZ-2: The EIR, in impact NZ-2, finds that noise from Project construction could expose sensitive land uses to noise levels in excess of the City's noise limits, and finds that this would be a potentially significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure NZ-2a.

Findings: The incorporation of mitigation measure NZ-2a into the Project will mitigate this impact to less than significant by ensuring that noise levels will not exceed 70 dBA between the hours of 7:00 a.m. and 9:00 p.m. or 60 dBA between the hours of 9:00 p.m. and 7:00 a.m. on any residential property. If construction is required during nighttime hours, activity will be staged so that it does not occur over an extended period of time (i.e., more than 14 days at a time.) Additionally, construction practices specified in MM NZ-2 shall be utilized to reduce noise and residents shall be notified of the construction schedule and a contact for receiving noise complaints.

L. Impact AIR-1: The EIR, in impact AIR-1, finds that construction of the proposed

project would generate PM_{10} dust levels that would exceed the Butte County Air Quality Management District's (BCAQMD's) threshold, resulting in a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure AIR-1.

Findings: The incorporation of mitigation measure AIR-1 into the Project will mitigate this impact to less than significant because it will reduce dust generation by requiring a number of specified dust reduction measures including the following: 1) application of water to dry disturbed soil, unpaved surfaces, soil piles, prior to land clearing activities, and to the entire construction area twice daily; 2) covered haul trucks; 3) limited vehicle speeds; 4) posted contact information for dust complaints; and 5) designated parking areas for construction workers.

M. Impact BIO-1: The EIR, in impact BIO-1, finds that widening of the roadway and bridge would result in the loss of 0.202 acre of riparian wetland habitat in the Dead Horse and South Fork Dead Horse Sloughs, and finds that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measures BIO-1a, BIO-1b, BIO-1c, BIO-1d, and BIO-1e.

Findings: The incorporation of mitigation measures BIO-1a, BIO-1b, BIO-1c, BIO-1d, and BIO-1e into the Project will mitigate this impact to less than significant by protecting sensitive biological resources and compensating for the loss of riparian wetland and vegetation. Specifically, they will require a biological resources education program for construction crews; enforcement of specified construction regulations; installation of barrier fencing adjacent to the construction zone; biological monitoring during construction activities by a qualified biologist; implementation of a number of specified construction requirements in regard to work which will or may impact trees; and the purchase of mitigation credits at a wetland mitigation bank.

N. Impact BIO-2: Fresh emergent wetlands are considered sensitive communities by the Department of Fish and Game (DFG) and United States Fish and Wildlife Service (USFWS), and are protected under federal and state law. The EIR, in impact BIO-2, finds that road widening and extension or replacement of the culvert at South Fork Dead Horse Slough would result in the loss of 0.011 acre of fresh emergent wetland in the South fork Dead Horse Slough and that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure BIO-2a.

Findings: The incorporation of mitigation measure BIO-2a into the Project will mitigate this impact to less than significant by compensating for the loss of 0.011

acre of fresh emergent wetland at a ratio of 1:1, or as approved by the Corps in the Section 404 permit, by purchasing seasonal wetland mitigation creation credits at a wetland mitigation bank.

O. Impact BIO-3: Vernal pool, vernal swale, seasonal wetland, and seasonal swale are considered sensitive communities by the DFG and USFWS, and are protected under federal and state law. The EIR, in impact BIO-3, finds that construction associated with road widening east of El Monte Avenue would result in the direct loss of 0.265 acre and the indirect loss of 0.906 acres of vernal pool, vernal swale, and seasonal wetland habitat, and finds that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure Bio-3a.

Findings: The incorporation of mitigation measure BIO-3a into the Project will mitigate this impact to less than significant by compensating for the direct loss of 0.265 acre at a ratio of 1:1, or as approved by the Corps in the Section 404 permit, by purchasing seasonal wetland mitigation creation credits at a mitigation bank.

P. Impact BIO-4: Seasonal drainages are considered sensitive communities by the DFG and USFWS, and are protected as waters of the U.S. or waters of the State under federal and state law, respectively. The EIR, in impact BIO-4, finds that construction associated with widening of the bridge over Dead Horse Slough, extension or replacement of culverts in seasonal drainages would result in direct impacts on 0.013 acre and temporary impacts on 0.010 acre of seasonal drainage habitat, and finds that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure BIO-4a.

Findings: The incorporation of mitigation measure BIO-4a into the Project will mitigate this impact to less than significant by compensating for the: 1) temporary loss of 0.010 acre of seasonal drainage and associated culverts at a ratio of 1:1 by re-grading the affected drainages following construction and culvert replacement; and 2) permanent loss of 0.013 acre of seasonal drainage at a ratio of 1:1, or as approved by the Corps in the Section 404 permit, by purchasing seasonal wetland mitigation creation credits at a mitigation bank.

Q. Impact BIO-5: Butte County Meadowfoam (BCM) is a state and federal listed plant species and is included in the USFWS recovery plan for vernal pools. The EIR, in impact BIO-5, finds that construction associated with road widening east of El Monte Avenue would result in the direct loss of 0.001 acre and cause an indirect impact on 0.183 acre of BCM habitat, and finds that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure BIO-5a.

Findings: The incorporation of mitigation measure BIO-5a into the Project will mitigate this impact to less than significant by preserving and/or creating additional BCM habitat. Specifically, the City will compensate for directly affected BCM habitat at a ratio of 19:1 (0.0019 acre) and for indirectly affected habitat at a ratio of 5:1 (0.915 acre), for a total of 0.917 acre of compensation. Mitigation credits will be obtained through one of the following means: 1) purchase of BCM credits from Dove Ridge Mitigation Bank; 2) preservation of BCM at the proposed Bidwell Ranch Conservation Area; or 3) establishment of a new BCM preserve within a USFWS-pre-approved off-site location.

R. Impact BIO-6: The EIR, in impact BIO-6, finds that construction associated with roadway widening would result in the direct loss or disturbance of 0.265 acre of suitable habitat for listed vernal pool branchiopods and cause indirect effects to 0.904 acre of suitable habitat located within 250 feet of construction area, and finds that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measures BIO-1a, BIO-1c, BIO-6a, BIO-6b, BIO-6c, and BIO-6d.

Findings: The incorporation of mitigation measures BIO-1a, BIO-1c, BIO-6a, BIO-6b, BIO-6c, and BIO-6d into the Project will mitigate this impact to less than significant because they will require: 1) a biological resources education program for construction crews; 2) biological monitoring during construction; 3) fencing around vernal pool branchiopod habitat to prevent disturbance; 4) implementation of a SWPPP that limits soil disturbance during the winter rainfall season and fully stabilizes disturbed areas prior to December 1; 5) zero alteration of existing topography, including the placement of fill material into suitable vernal pool habitat; and 6) incorporation of permanent post-construction BMPs. Direct and indirect effects on suitable habitat will also be compensated for by preserving vernal pool habitat at a 2:1 ratio at a mitigation bank or at an off-site conversation area (e.g., 2.34 acres preserved).

S. Impact BIO-7: The EIR, in impact BIO-7, finds that construction of Location Option B1 would result in the direct removal of and/or disturbance within 20 feet of an elderberry cluster located between Forest Avenue and Dead Horse Slough, and finds that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure BIO-7a.

Findings: The incorporation of mitigation measure BIO-7a into Location Option B1 will mitigate this impact to less than significant by requiring the transplanting of a portion of the elderberry cluster to a USFWS-approved conservation area according to USFW-approved procedures. The conditions of the shrub shall be subject to ongoing monitoring and a minimal survival rate. Seedlings or cuttings

associated with native species will also be planted in the conservation area at a ratio of 1:1 or 2:1, depending on whether the transplanted shrub contains VELB exit holes. The relocation of the shrub will be conducted according to the USFWS's *Conservation Guidelines for the Valley Elderberry Longhorn Beetle.*

T. Impact BIO-8: The EIR, in impact BIO-8, finds that impacts on vernal pool habitat caused by roadway widening would result in the loss or disturbance of suitable habitat for western spadefoot toads, and finds that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measures described for vernal pool branchiopods, BIO-1a, BIO-1c, BIO-6a, BIO-6b, BIO-6c, and BIO-6d.

Findings: The incorporation of mitigation measures BIO-1a, BIO-1c, BIO-6a, BIO-6b, BIO-6c, and BIO-6d, described above, and in the DEIR, into the Project will mitigate this impact to less than significant by reducing and/or avoiding impacts to vernal pool habitat.

U. Impact BIO-9: The EIR, in impact BIO-9, finds that widening of the bridge over Dead Horse Slough and lengthening and replacement of the box culvert over South Fork Dead Horse Slough would result in temporary (0.227) and permanent losses (0.093) of suitable aquatic habitat for the Western Pond Turtle. In addition, 1.519 acres of suitable upland habitat would be directly affected. The EIR finds that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measures BIO-9a and BIO-9b.

Findings: The incorporation of mitigation measures BIO-9a and BIO-9b will mitigate this impact to less than significant by requiring preconstruction surveys, and by conducting work in creeks only during the dry season, if possible. If Western Pond Turtle activity is found during the survey or during monitoring of construction, a biologist with a valid MOU from DFG shall move the turtle to a suitable site outside of the construction area. If active pond turtle nests are found, the City will contact DFG to determine and implement appropriate avoidance measures, which may include a non-disturbance buffer until the hatchlings have moved.

V. Impact BIO-10: The EIR, in impact BIO-10, finds that widening of the bridge over Dead Horse Slough and lengthening and replacement of the box culvert over South Fork Dead Horse Slough would result in temporary (0.227) and permanent losses (0.093) of suitable aquatic for the giant garter snake. In addition, 1.519 acres of suitable upland habitat would be directly affected. The EIR finds that this would be a significant impact. The EIR concludes that this impact can be

mitigated to a less than significant level through implementation of mitigation measures BIO-1a, BIO-9b, BIO-10a, BIO-10b, and BIO-10c.

Findings: The incorporation of mitigation measures BIO-1a, BIO-9b, BIO-10a, BIO-10b, and BIO-10c into the proposed project will mitigate this impact to less than significant by requiring the following: 1) a biological resources education program for construction crews; 2) preconstruction surveys; 3) construction work be conducted during the active period of the giant garter snake; and 4) presence of a USFWS approved biological monitor at the start of construction and construction monitoring. Loss of 9.03 acre of aquatic habitat and 1.519 acres of upland habitat for giant garter will also be compensated for by replacing habitat at a 3:1 ratio.

W. Impact BIO-11: Suitable nesting habitat for Swainson's hawk, white-tailed kite, loggerhead shrike, and other migratory birds is present in and adjacent to the project area. In addition, the bridge over Dead Horse Slough provides suitable nesting habitat for swallows. The EIR, in impact BIO-11, finds that construction of the proposed project could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment, and finds that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measures BIO-11a and BIO-11b.

Findings: The incorporation of mitigation measures BIO-11a and BIO-11b into the proposed project will mitigate this impact to less than significant by avoiding construction of bridge work during nesting season. If construction activities cannot be avoided during nesting season, a preconstruction survey will be conducted for nesting birds. If the preconstruction survey identifies active raptor or other migrating bird nests and construction must occur during the breeding season, activities will not be allowed to occur within 500 feet of an active nest until the young have fledged. If swallows are nesting on the bridge, work on the bridge will be avoided during nesting season. To avoid these impacts, measures to exclude swallows from the bridge will be taken prior to construction, including removal of old swallow nests and the placement of exclusionary netting on the underside of the bridge.

X. Impact BIO-12: The EIR, in impact BIO-12, finds that construction of the proposed project would result in the loss of Swainson's Hawk foraging habitat within 10 miles of an active nest and that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure BIO-12a.

Findings: The incorporation of mitigation measure BIO-12a into the proposed

project will mitigate this impact to less than significant by providing off-site habitat management lands as described in the DFG *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California.* The final acreage of off-site management lands to be provided will depend on the distance between the project area and the nearest active nest.

Y. Impact BIO-13: The EIR, in impact BIO-13, finds that tree removal during construction of the proposed project could potentially injure or kill the pallid or western red bat, and finds that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure BIO-13a.

Findings: The incorporation of mitigation measure BIO-13a into the proposed project will mitigate this impact to less than significant by conducting preconstruction surveys to identify suitable roosting habitat. If bats are observed, tree trimming and removal will be delayed until the bats leave the roosting sites or until DFG authorizes trimming/removal of the tree.

Z. Impact BIO-15: The EIR, in impact BIO-15, finds that activities associated with construction and vegetation removal in the Clear Recovery Zone (CRZ) would result in the removal of protected trees, and finds that this would be a significant impact. The exact number of impacted trees varies between alternatives, but is most severe under Design Option A2 (please refer to Appendix F of the Draft EIR). The EIR concludes that this impact can be reduced in the short-term through the implementation of mitigation measure BIO-15a, but that it will remain potentially significant even after mitigation and that the impact is, therefore, significant and unavoidable.

Findings: The incorporation of mitigation measure BIO-15a will reduce this impact by providing specific performance standards applicable to tree replanting of trees that would be met in compensating for the loss of the trees. This measure would reduce the long-term impact of tree loss, and its associated loss of wildlife habitat, to a less than significant level, although in the short-term this impact would be significant and unavoidable, because replanting of young trees would not compensate for the loss of fully grown native trees that take many years to mature.

AA. Impact BIO-16: The EIR, in impact BIO-16, finds that construction of the proposed project may cause the introduction of new invasive plant species or the spread of invasive plant species, resulting in a potentially significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure BIO-16a.

Findings: The incorporation of mitigation measure BIO-16a into the proposed project will mitigate this impact to less than significant by incorporating specific measures to avoid the introduction or spread of invasive species including invasive species education, cleaning of construction equipment, seeding all disturbed areas with certified weed-free native and nonnative mixes, and conducting a follow-up inventory of the construction area to verify that activities have not result in the introduction of new invasive plant infestations.

BB. Impact VIS-1: The EIR, in impact VIS-1, finds that construction of the proposed project would cause temporary changes to existing views and that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measure VIS-1a.

Findings: The incorporation of mitigation measure VIS-1a into the proposed project will mitigate this impact to less than significant by requiring nighttime construction lights be installed at the lowest allowable height and the lowest allowable wattage, per current Caltrans and City requirements. Lights will also be screened and directed away from residential areas to the highest degree possible; and the amount of nighttime lights used will be minimized to the highest degree possible.

CC. Impact VIS-4: The EIR, in impact VIS-4, finds that removal of vegetation and trees within and adjacent to the project, as well as the construction of the sound barrier, would degrade the existing visual character of the affected area, and finds that this would be a significant impact. The amount of vegetation removal varies between alternatives, but would be most severe under Design Option A2. The EIR concludes that this impact can be reduced through the implementation of mitigation measures VIS-4 and BIO-15a, but that it will remain potentially significant even after mitigation and that the impact is, therefore, significant and unavoidable.

Findings: The incorporation of mitigation measures VIS-4 and BIO-15a will reduce this impact by requiring sound barrier design that is less distracting to viewers and will blend into the surroundings by choosing earth-toned colors for the wall and using a roughened wall surface and by providing for the replanting of vegetation. Even with the implementation of these mitigation measures, this impact remain significant and unavoidable.

DD. Impact VIS-5: The EIR, in impact VIS-5, finds that construction of the proposed project would create a new source of light or glare and that this would be a significant impact. The EIR concludes that this impact can be mitigated to a less than significant level through implementation of mitigation measures VIS-5a and VIS-5b.

Findings: The incorporation of mitigation measures VIS-5a and VIS-5b into the proposed project will mitigate this impact to less than significant by installing lights at the lowest allowable height and wattage per current Caltrans and City requirements; screening and directing lights away from residential areas to the highest degree possible; and minimizing the amount of nighttime lights to the highest degree possible. To reduce the appearance of the wall surface, similar building materials and colors to those found in nearby will be used. Low sheen and non-reflective surfaces shall be used to reduce the potential for glare.

EE. Impact VIS-6: The EIR, in impact Vis-6, finds that construction of the proposed project would result in permanent changes to views in Landscape Unit 1 (SR 32 between SR 99 and El Monte Avenue), and finds that this would be a significant impact. The severity of this impact would vary between alternatives, but would be greatest under Design Option A2. The EIR concludes that this impact can be reduced through the implementation of mitigation measures VIS-4, VIS-5a, VIS-5b, and BIO-15a; but that it will remain potentially significant even after mitigation and that the impact is, therefore, significant and unavoidable.

Findings: The incorporation of mitigation measures VIS-4, VIS-5a, VIS-5b, and BIO-15a into the Project will reduce this impact through a variety of means as described above and in the DEIR. However, even with the implementation of these mitigation measures, the Project would still permanently alter the existing visual character of Landscape Unit 1, causing this impact to remain significant and unavoidable.

FF. Impact VIS-7: The EIR, in impact Vis-6, finds that widening of the roadway would result in permanent changes to views in Landscape Unit 2 (SR 32 between El Monte Avenue and Yosemite Drive) and that this would be a significant impact. The severity of this impact would vary between alternatives, but would be greatest under Design Option A2. The EIR concludes that this impact can be reduced through the implementation of mitigation measures VIS-4, VIS-5a, VIS-5b, and BIO-15a; but that it will remain potentially significant even after mitigation and that the impact is, therefore, significant and unavoidable.

Findings: The incorporation of mitigation measures VIS-4, VIS-5a, VIS-5b, and BIO-15a into the Project will reduce this impact through a variety of means as described above and in the DEIR. However, even with the implementation of these mitigation measures, the Project would still permanently alter the existing visual character of Landscape Unit 2, causing this impact to remain significant and unavoidable.

X.
GROWTH INDUCING EFFECTS

The City Council finds that the Project would not significantly induce unplanned growth for the following reasons:

1. The City has experienced significant growth in the last 15 years and the Project was developed in response to that growth and is intended to accommodate local general plan growth. The Project does not provide additional capacity to accommodate growth beyond that which is already planned for the City. As a result the Project is designed to enhance the transportation system for projected growth rather than facilitate or induce growth which is not already planned.

2. The Project will not introduce a new transportation facility or provide new access to undeveloped areas.

3. The improved capacity provided by the Project is limited to a relatively short section of roadway and does not increase the highway's capacity through the City.

XI.
PROJECT ALTERNATIVES

A. ALTERNATIVES ANALYSIS

The CEQA Guidelines require that an EIR describe a reasonable range of alternatives to a project that would feasibly attain the basic project objectives but would avoid or substantially lessen one or more of the project's significant effects (CEQA Guidelines Section 15126.6(a)).

Section 15126.6 of the CEQA Guidelines requires the consideration of a reasonable range of potentially feasible alternatives that could reduce or eliminate any significant adverse environmental effects of the proposed project, including alternatives that may, to some degree, impede the project's objectives.

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." "[I]n the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects."

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. (CEQA Guidelines, § 15126.6, subd. (f)(1)) The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project.

Where a significant impact can be substantially lessened (i.e., mitigated to an "acceptable level") solely by the adoption of mitigation measures, the lead agency, in drafting its findings, has no obligation to consider the feasibility of alternatives with respect to that impact, even if the alternative would mitigate the impact to a greater degree than the Project. (Pub. Resources Code, § 21002) In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility of modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subds. (a), (b))

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b))

The discussion regarding project impacts above, reveals that most significant effects identified in the EIR will be reduced to less than significant through the incorporation of mitigation measures. There remain, however, some effects which cannot be substantially lessened and will remain significant and unavoidable. Specifically, the project would have significant and unavoidable impacts in regard to impacts on biological resources and visual resources. Thus, as a legal matter, the City, in considering alternatives in these findings, need only determine whether any alternatives are environmentally superior with respect to those impacts. If any alternatives are in fact superior with respect to those impacts, the City is then required to determine whether the alternatives are feasible. If the City determines that no alternative is both feasible and environmentally superior with respect to the unavoidable significant impacts identified in the DEIR, the City may approve the Project as mitigated, after adopting a statement of overriding considerations.

The Draft EIR discussed several alternatives to the Project in order to present a reasonable range of options. The alternatives evaluated included:

(1) No Project Alternative;
(2) Timber Barrier Alternative.

Avenue would remain unchanged.

Selection of the No-Project Alternative would avoid the environmental impacts of the Project, but it would not meet the Project's objectives, and it would result in traffic congestion impacts. The No-Project Alternative would also be inconsistent with the City of Chico's (City) General Plan as the General Plan shows SR 32 between SR 99 and Yosemite Avenue as a four-lane major arterial.

The Project is needed to provide additional capacity to accommodate approved and planned development on and near the SR 32 corridor between SR 99 and Yosemite Avenue. This development is expected to increase traffic beyond the current capacity of SR 32 resulting in congestion. Under the 2030 No-Project condition scenario, the following intersections would operate at an unacceptable level of service (LOS) E or LOS F during one or more of the peak hours:

- SR 99 southbound off-ramp/SR 32 (East 8th Street) - LOS F during the p.m. peak hour. Long delays at the intersection are associated with traffic spilling back from the two-lane segment of SR 32 through the interchange
- SR 99 southbound on-ramp/SR 32 (East 9th Street) - LOS F during the p.m. peak hour. Long delays at the intersection are associated with traffic spilling back from the two-lane segment of SR 32 through the interchange.
- Forest Avenue/SR 32 - LOS F during the a.m., p.m. and Saturday peak hours
- El Monte Avenue/SR 32 - LOS F during the a.m., p.m. and Saturday peak hours
- Bruce Road/SR 32 - LOS F during th a.m., p.m. and Saturday peak hours
- Yosemite Drive/SR 32 - LOS F during the a.m., p.m. peak hours.

Under the 2030 No-Project condition, the SR 32 corridor is expected to experience over 400 vehicle hours of delay during the a.m. peak hour, almost 600 hours of delay during the p.m. peak hour, and more than 300 vehicle hours of delay during the Saturday peak hour within the study area. Additional delay would occur outside of the study area due to long queues on certain approaches, including, the northbound approach from Forest Avenue during the a.m. peak hour and the southbound SR 99 off-ramp during the p.m. peak hour. Eastbound vehicle queuing is also expected to extend into the interchange and affect intersection operations (as reflected in the level of service results).

The No-Project Alternative is rejected because it does not meet the project objectives to provide additional capacity to accommodate approved and planned development on and near the SR 32 corridor between SR 99 and Yosemite Avenue and would result in significant traffic impacts and

Significant and Unavoidable Impacts

The project-specific significant and unavoidable impacts that would result from project implementation are impacts to biological and visual resources that will occur as a result of :

- Loss of protected trees in the short-term until replanted trees mature
- Degradation of the existing visual character or quality of the site and its surroundings
- Permanent changes to views along SR 32 between SR 99 and El Monte Avenue
- Permanent changes to views along SR 32 between El Monte Avenue and Yosemite Drive

The EIR examined the Project alternatives in detail, exploring their comparative advantages and disadvantages with respect to the project to determine whether any of the alternatives could meet most or all of the Project's objectives, while avoiding or substantially lessening its significant, unavoidable impacts. The following section provides a summary of the alternatives considered.

B. FINDINGS REGARDING ALTERNATIVES ANALYZED IN DETAIL

Alternative 1 – No-Project

Characteristics

CEQA Guidelines Section 15126.6(e) requires that a "no-project" alternative be evaluated in an EIR. The "no-project" analysis shall discuss the existing conditions at the time the notice of preparation is published or at the time environmental analysis is commenced. The "no-project" alternative is what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. CEQA Guidelines Section 15126(e)(2) states that "If the environmentally superior alternative is the "no-project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

Under the No-Project Alternative, the Project would not be built.

Conclusions

Under the No-Project Alternative, State Route (SR) 32 would not be widened to meet increased traffic needs associated with growth in the project area. SR 32 between SR 99 and Yosemite

be inconsistent with the City's General Plan.

Alternative 2 – Project with Timber Barrier Alternative

Characteristics

This alternative would be identical to the proposed Project except that the construction of a timber barrier would allow for large tree plantings within the median. Both the timber barrier median and a grassy or paved median would have the same environmental impacts except that the grassy or paved median would not be as aesthetically pleasing for roadway users as the timber barrier median, and it would likely result in greater light and glare impacts than the timber barrier median. Both types of medians would have carbon monoxide (CO) emissions that are less than the ambient CO standard, but because the northernmost travel lane on SR 32 with the grassy/paved median would be located approximately 3 feet farther away from sensitive receptors as compared to the timber barrier median, sensitive receptors north of SR 32 would have slightly lower concentrations of CO than with the timber barrier median.

Environmentally Superior Alternative

CEQA requires the identification of an environmentally superior alternative in an EIR. If the "No Project" alternative is the environmentally superior alternative, than the EIR must also identify an environmentally superior alternative from the remaining alternatives.

Based upon the evaluation contained in the EIR, after the No Project Alternative, the Timber Barrier Alternative with Sound Barrier Option A3 (six-foot high wooden fence) would be the environmentally superior alternative. It would generally result in fewer environmental impacts than the proposed project with the other sound barrier design options.

Feasibility of Environmentally Superior Alternative

The Timber Barrier Median is found to be a feasible alternative; however, the adoption of sound barrier design Option A3 (six-foot high wooden fence) is rejected as infeasible because wooden fences would require significant maintenance over time and because of the significant concerns of residents on adjacent properties that a six-foot wooden fence would not adequately address noise impacts to those adjacent properties.

XII.
STATEMENT OF OVERRIDING CONSIDERATIONS

"CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and

satisfying living environment for every Californian." (CEQA Guidelines, § 15021, subd. (d)) To reflect the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment, an agency must prepare a statement of overriding considerations." (CEQA Guidelines, § 15021, subd. (d), 15093) A statement of overriding considerations must set forth the specific reasons why the agency found that the project's "specific economic, legal, social, technological, or other benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, subd. (a), 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b))

As discussed in the previous sections of this Resolution, the following biological and visual resources would remain as significant impacts even after implementation of specified mitigation measures:

- Loss of protected trees in the short-term until replanted trees mature
- Degradation of the existing visual character or quality of the site and its surroundings
- Permanent changes to views along SR 32 between SR 99 and El Monte Avenue
- Permanent changes to views along SR 32 between El Monte Avenue and Yosemite Drive

No other mitigation measures have been identified which could further reduce these potential impacts.

The Council hereby finds that even though it is not feasible to fully mitigate these impacts, the following specific social, economic, and other considerations justify proceeding with the project and support the adoption of this statement of overriding considerations and that the implementation of the Project would result in the following public benefits:

- The City's General Plan provides for continued growth in population in the City's planning area. The General Plan shows that a four-lane arterial is needed on the SR 32 corridor to accommodate growth which has been approved but not yet built and additional growth which is planned for the General Plan. Approval of the Project would allow the City to implement its General Plan and provide for that anticipated growth.
- Widening of SR 32 is needed to provide additional capacity to avoid unacceptable levels of service that would occur with approved and planned development within the corridor including at the following locations:
    - SR 99 southbound off-ramp/SR 32 (East 8th Street)
    - SR 99 southbound on-ramp /SR 32 (East 9th Street)

- Forest Avenue/SR 32
- El Monte Avenue/SR 32
- Bruce Road/SR 32
- Yosemite Drive/SR 32

- Widening of SR 32 is needed to prevent higher accident rates in the project corridor. Under current conditions, comparing accident rates at this location to statewide rates for similar roadway segments indicates that accident rates are above the statewide average for the SR 99 southbound on-ramp from SR 32 and the SR 99 northbound on-ramp from SR 32. Additionally, the Forest Avenue/SR 32 and Bruce Road/SR 32 intersections experience higher than average accident rates. The project is necessary to prevent further increases to these accident rates that would be expected to occur as greater delays are experienced as planned growth occurs.

The City hereby finds that the benefits of the Project, as discussed above, outweigh the potentially unavoidable significant environmental impacts of the Project and further finds that these potentially unavoidable adverse impacts are an acceptable consequence of the Project in light of the benefits.

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
Recommended Mitigation Measures this EIR					
Chapter 3. Noise					
NZ-2a: Employ Noise-Reduction Construction Measures	City of Chico (City) or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Compliance with Caltrans standard specifications for Sound Control Requirements and the City's noise ordinance	
Chapter 4. Air Quality					
AIR-1a: Implement Measures from Butte County Air Quality Management District's (BCAQMD) CEQA Air Quality Handbook	City or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Compliance with BCAQMD's standards for construction emissions	
Chapter 5. Biological Resources					
BIO-1a: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions	Qualified biologist retained by City, Caltrans, or designated contractor	Prior to construction	City approval of education program, monitoring of administration of program, and periodic inspections during construction by the City and biological monitor to ensure implementation of construction restrictions and guidelines by contractors	Adherence by construction contractor to construction restrictions and guidelines	
BIO-1b: Install Construction Barrier Fencing to Protect Sensitive Biological Resources Adjacent to the Construction Zone	City or Caltrans or designated contractor	Prior to construction	Periodic site inspections by the City and biological monitor	Installation of fencing around construction area so as to avoid removal or disturbance of sensitive biological resources that are outside of the construction zone	
BIO-1c: Retain a Biological Monitor	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspections when construction activities occur in and adjacent to environmentally sensitive areas	Adherence to all adopted biological resources mitigation measures	
BIO-1d: Minimize Loss of Trees	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspections by the City and biological monitor	Adherence to specific actions identified in this mitigation measure	

EXHIBIT "B"

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
BIO-1e: Compensate for Loss of Riparian Habitat	City	Prior to construction as part of Section 404 nationwide (NWP) permit	Corps will issue permit upon evidence of purchase of required mitigation credits	Issuance of NWP by Corps	
BIO-2a: Compensate for Loss of Fresh Emergent Wetland	City	Prior to construction as part of Section 404 nationwide (NWP) permit	Corps will issue permit upon evidence of purchase of required mitigation credits	Issuance of NWP by U.S. Army Corps of Engineers (Corps)	
BIO-3a: Compensate for Loss of Vernal Pool, Vernal Swale, and Seasonal Wetland	City	Prior to construction as part of Section 404 nationwide (NWP) permit	Corps will issue permit upon evidence of purchase of required mitigation credits	Issuance of NWP by Corps	
BIO-4a: Compensate for Temporary and Permanent Loss of Seasonal Drainage	City	Prior to construction as part of Section 404 nationwide (NWP) permit	Corps will issue permit upon evidence of purchase of required mitigation credits	Issuance of NWP by Corps	
BIO-5a: Compensate for Loss of Butte County Meadowfoam (BCM) and Its Habitat	City	Prior to construction	City to monitor compliance with U.S. Fish and Wildlife Service (USFWS) biological opinion (BO) , dated February 3, 2009	Approval of management plan by City for Bidwell Ranch Conservation Area Establishment of a new BCM preserve within USFWS-approved location	
BIO-6a: Fence Habitat for Vernal Pool Branchiopods and Implement Erosion Control Measures	City or Caltrans or designated contractor	Prior to construction	Periodic site inspections by the City and biological monitor	Installation of fencing around suitable vernal pool branchiopod habitat	
BIO-6b: Implement Erosion Control Measures	City or Caltrans or designated contractor	Prior to and during construction	Periodic inspection during construction	Compliance with project Storm Water Pollution Prevention Plan	
BIO-6c: Avoid Changes in Hydrology and Avoid or Minimize Long-Term Water Quality Impacts	City or Caltrans or designated contractor	Prior to, during construction, and after construction	Long-term inspection and maintenance of permanent Best Management Practices	Compliance with the National Pollutant Discharge Elimination System (NPDES) permit	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
BIO-6d: Compensate for Direct and Indirect Impacts to Vernal Pool Branchiopod Habitat	City	Prior to construction	City to monitor compliance with USFWS BO, dated February 3, 2009	Purchase of vernal pool preservation credits or preserve features within a USFWS approved off-site conservation area per the BO	
BIO-7a: Compensate for Impacts to Valley Elderberry Longhorn Beetle and its Habitat	City	After construction	Monitoring to be conducted in compliance with USFWS-approved procedures and approved USFWS BO	Compliance with USFWS approved guidelines for establishment of Valley elderberry longhorn beetle conservation areas; approval of conservation area by USFWS; compliance with conditions of USFWS BO	
BIO-9a: Conduct Work in Creeks Only During the Dry Season or Conduct a Preconstruction Survey for Western Pond Turtles	Qualified biologist retained by City, Caltrans, or designated contractor	Work in creeks during dry season (June 1-October 15 or when the creek is dry) or conduct survey within 24 hours prior to start of construction	Site inspection by qualified biologist	If turtle found, move turtle to suitable aquatic habitat outside construction area	
BIO-9b: Conduct Preconstruction Surveys for Western Pond Turtle and Giant Garter Snake	Qualified biologist retained by City, Caltrans, or designated contractor	Within 24 hours prior to start of construction	Site inspection by qualified biologist	If active nest found, implement avoidance measures with California Department of Fish and Game (DFG) approval	
BIO-10a: Conduct Construction Activities during the Active Period of Giant Garter Snakes	City or Caltrans or designated contractor	Construction to occur during snake active period (May 1-October 1) or notify USFWS to determine if additional measures required	Site inspection by qualified biologist	Compliance with USFWS approved measures if construction to occur between October 2-April 30	
BIO-10b: Monitor Construction Activities in Giant Garter Snake Habitat	Qualified biologist retained by City, Caltrans, or designated contractor	During construction	Site inspection by qualified biologist	No disturbance to giant garter snake	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
BIO-10c: Restore and Compensate for Direct and Indirect Impacts to Giant Garter Snake Habitat	City	Prior to construction	City to monitor compliance with USFWS BO, dated February 3, 2009	Compliance with USFWS BO	
BIO-11a: Avoid Construction during the Nesting Season of Migratory Birds or Conduct Preconstruction Survey for Nesting Birds	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	No disturbance to nesting birds	
BIO-11b: Avoid Bridge Work during the Swallow Nesting Period or Implement Measures to Exclude Swallows from the Bridge	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	No disturbance to nesting swallows	
BIO-12a: Compensate for the Loss of Swainson's Hawk Foraging Habitat	City or Caltrans or designated contractor	Prior to construction		Compliance with DFG mitigation for Swainson's hawks in the Central Valley by providing off-site management lands	
BIO-13a: Conduct Preconstruction Surveys for Roosting Bats	Qualified bat biologist retained by City, Caltrans, or designated contractor	Prior to tree removal or trimming	Site inspections during tree removal and trimming	No disturbance to roosting bats	
BIO-15a: Compensate for Loss of Protected Trees	City or Caltrans or designated contractor	After construction	Annually for 3 years after planting or per the approved planting plan	Replace plantings per a mitigation planting plan to be approved by the City urban forester	
BIO-16a: Avoid the Introduction of New Invasive Plant Species or the Spread of Existing Invasive Plant Species	City or Caltrans or designated contractor	Prior to and during construction	Site inspection by City or Caltrans and biological monitor	No introduction of new noxious weed infestations during or after construction	
Chapter 6. Visual Resources					
VIS-1a: Apply Minimum Lighting Standards if Nighttime Construction is Required	City or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Lights used for night time construction are lowest allowable height and wattage and are screened and shielded away from adjacent residences	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
VIS-4: Implement Sound Barrier Aesthetics	City or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Construction of walls that blend into the environment to the extent feasible	
VIS-5a: Apply Minimum Lighting Standards	City or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Lighting standards used with lowest allowable height and wattage per City and Caltrans standards	
VIS-5b: Construct Walls with Low-sheen and Non-reflective Surface Materials for Concrete Sound Barrier Design Option	City or Caltrans or designated contractor	During construction	Periodic site inspection during construction	Construction of walls that blend into the environment to the extent feasible	
Mitigation Measures from 2007 Initial Study					
Cultural Resources					
CR-1a: If buried resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, the contractor will stop work in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City, Caltrans and other appropriate agencies. Further mitigation and/or construction shall be consistent with the recommendations of the archaeologist. Any cultural resources found during construction will be recorded or described in a professional report and submitted to the Northeast Information Center at CSU Chico. The City will be responsible for preparing the report. CR-1b: If human remains are discovered during project construction, the contractor	City or Caltrans or designated contractor	During construction	Development and implementation and procedures, if required that identifies monitoring requirements by a qualified archeologist during construction	Compliance with Secretary of Interior standards	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
shall stop all work at the discovery location and any nearby area reasonably suspected to overlie adjacent human remains (Public Resources Code, Section 7050.5). The County Coroner shall be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it shall be necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of Native American Heritage Commission (NAHC) (Public Resource Code, Section 5097). The coroner shall contact Native American Heritage Commission. The descendents or most likely descendents of the deceased shall be contacted. Work shall not resume until the descendents have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Public Resource Code, Section 5097.98. Work may resume if the NAHC is unable to identify a descendant or the descendant fails to make a recommendation. If human remains are found, the City and Caltrans will work with the NAHC as described on the NAHC web page regarding the treatment of human remains: http://nahc.ca.gov/profguide.html.					

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
Geology and Soils					
GS-1: The project will be designed to conform to the conclusions and recommendations of the final foundation investigation as it related to the design and construction of Dead Horse Slough bridge.	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with recommendations of project foundation investigations report	
GS-2a: The project will be designed to conform to the conclusions and recommendations of the final geotechnical report as they relate to structural sections, earthwork, sound walls and drainage to mitigate potential geologic and soil constraints. GS-2b: The contractor shall submit and obtain approval of an erosion control plan from the City of Chico. The erosion control plan will be designed to limit the effects of soil erosion and water degradation during construction. This plan will be prepared in accordance with City requirements. Construction plans and specifications for all elements of the project shall include provisions for erosion control in the event of non-seasonal or early seasonal rainfall during construction, as well as for disturbed area that remain unvegetated during the rainy season. In addition, rainy season control measures shall be in place and operational before October 15th of each year.	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with recommendations of project geotechnical report	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
Hazards and Hazardous Materials					
HAZ-1a: A focused site characterization report will be prepared and submitted to Regional Board describing sampling and analysis activities within the SR 32 right-of-way along the South Branch Dead Horse Slough. Based on the findings of this report, a remedial design and implementation plan will be prepared and submitted to the Regional Board. Any soil found to contain hazardous material concentrations above any federal or state remediation action levels would be classified in accordance with Title 22 of the California Code of Regulations, and removed to a suitable off-site facility. Excavation activities would be conducted in accordance with the approval from Regional Board, the Streambed Alteration Agreement from DFG, and an Authority to Construct permit from the Butte County Air Quality Management District (BCAQMD). If testing indicates that the concentrations are below regulatory action levels, the soil may be used on-site or disposed of at a Class II or Class III landfill. HAZ-1b: The contractor will develop and implement a spill prevention and control program to minimize the potential for, and effects from spills of hazardous, toxic or petroleum substances during construction of the project. The program would be a component of the Storm Water Pollution Prevention Plan. If a spill is reportable under federal, state, or local regulations, the contractor will notify the City of Chico,	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with remedial design and implementation plan and spill prevention and control program	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
Butte County Environmental Health and California Department of Toxic Substances Control, which has spill response and cleanup ordinances to govern emergency spill response. HAZ-1c: A written description of reportable releases will be submitted to the Regional Water Quality Control Board (RWQCB). This submittal would include a description of the release, including the type of material and an estimate of the amount spilled; the date of the release; an explanation of why the spill occurred; and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form					
HAZ-2: Yellow traffic striping will be removed and disposed of in a manner consistent with the handling of solids containing hazardous levels of metals	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with remedial design and implementation plan	
Hydrology and Water Quality					
HWQ-1a: The project will be designed to conform to the conclusions and recommendations of the Final Location Hydraulic Study Report, Final Bridge Design Hydraulic Study, and Storm Water Data Report. HWQ-1b: The contractor will avoid and minimize potential construction-related water quality impacts through compliance with the Regional Board by preparing and submitting the following water quality permits and plans.	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with Final Location Hydraulic Study Report, Final Bridge Design Hydraulic Study, and Storm Water Data Report.	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
■ Enrollment into the National Pollutant Discharge Elimination System (NPDES) Statewide Construction General Permit by submission of a Notice of Intent. ■ Preparation of a Storm Water Pollution Prevention Plan (SWPPP) for minimizing and avoiding impacts to water quality during construction activities. HWQ-1c: The contractor will be responsible for understanding and following the guidelines set forth in the Caltrans Storm Water Quality Handbook, Construction Best Management Practices (BMPs) Manual, March 2003 or latest edition. Measures consistent with the current Caltrans' Construction Site BMPs Manual, including the SWPPP and Water Pollution Control Program (WPCP) Manuals, will be implemented to include an integrated approach that addresses stormwater quality activities of various functional units, including construction. HWQ-1d: The contractor will prepare a site-specific SWPPP for the project to protect receiving waters from pollution. The SWPPP will include standard sediment and erosion control measures which will include limiting soil disturbances during the winter rainfall season. Given the site-specific conditions of the project area, the SWPPP for this project will generally include limiting soil disturbances during the winter rainfall season of October 15 through April 15 and fully stabilizing disturbed areas prior					

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
to December 1. Standard sediment erosion control measures, such as silt fencing, straw bale barriers, sediment traps, or other measures could also directly reduce the offsite transport of sediment from disturbed slopes. Existing vegetation that can be preserved will be identified and flagged or fenced to avoid disturbance. Erosion in disturbed areas will be controlled through the use of grading operations that eliminate direct routes for conveying runoff to drainage channels and use of soil stabilization BMPs, such as mulching, erosion control fabrics, and/or reseeding with grass or other plants where necessary. Standard staging area practices for sediment tracking reduction also will be identified where necessary including vehicle washing and street sweeping. Temporary concentrated flow conveyance systems also will be considered, such as berms, ditches, and outlet flow-velocity dissipation devices to reduce erosion from newly disturbed slopes. The contractor will regularly inspect and maintain the BMPs in good working order. HWQ-1e: The City will incorporate permanent post-construction BMPs in the project design to avoid or minimize long-term water quality impacts, pursuant to the NPDES storm water permit. Appropriate BMPs for the project site could include stabilization measures such as preservation of existing vegetation, concentrated flow conveyance systems (ditches, berms, drains, flared culvert end sections, outlet					

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
protection, and flow-velocity dissipation), and slope roughening or terracing for new cut-and-fill slopes as deemed necessary by the project engineer. Slope protection measures will be implemented to control erosion such as reducing the length of disturbed slopes, reducing the gradient of slopes, and preventing concentrated flow over slope soils. The City will be responsible for long-term inspection and maintenance of the permanent BMPs to ensure that they are maintained in good working order.					
Public Services					
PS-1a: The contractor will prepare and implement a coordinated Transportation Management Plan (TMP) for the project that addresses local and Caltrans concerns. The TMP shall be submitted to the City, Caltrans, Butte Regional Transit, California Highway Patrol, and Chico Unified School District 30 days prior to commencement of construction. The TMP shall be consistent with City and Caltrans policies and procedures. ■ The local aspect of the TMP will identify the locations of any temporary detours and signage to facilitate local traffic patterns and through-traffic requirements. ■ The Caltrans aspect of the TMP will identify TMP strategies that will be considered for the project include Construction Zone Enhanced Enforcement Patrol, lane closure, and	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with Transportation Management Plan	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
maintaining traffic. Most of the construction along State Route 32 will take place behind temporary K-railing with traffic attenuators placed as necessary. the design of the project and the TMP, especially staging and traffic control systems, will be coordinated closely with the Caltrans District 3 TMP coordinator. ■ The TMP will include measures to facilitate coordination with Butte Regional Transit to ensure that B-line bus routes are not adversely affected during project construction. ■ The TMP will include measures to facilitate coordination with the California Highway Patrol to ensure that operations out of its office at 995 Fir Street will not be adversely affected during project construction. PS-1b: The contractor will provide 10 days notice to emergency service providers (i.e., law enforcement, fire protection, ambulance service, and the California Highway Patrol), Butte Regional Transit, and the Chico Unified School District of any construction activity that would hinder emergency vehicle response time, bus travel routes, or access to or from the school. PS-1c: The contractor will provide 10 days notice to residents, businesses and the school to minimize construction conflicts. Construction activities will be coordinated to avoid blocking or limiting access to homes, business, and properties to the					

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
maximum extent possible. Residents and businesses will be advised about potential access or parking effects before construction activities begin. PS-1d: The contractor shall provide a parking plan to accommodate construction equipment and parking for construction workers at the same sites. For each construction phase, the parking plan will identify sites for construction staging/parking to avoid effects on local residents and businesses. PS-1e: The contractor will also include measures in the TMP to ensure provision of safe travel for pedestrians and bicyclists during construction. The TMP will also ensure that all affected roadway facilities remain compliant with the American Disabilities Act during construction.					
Transportation and Circulation Factors					
T-1: The contractor shall prepare a Transportation Management Plan (TMP) for the project. Consistent with Caltrans policy and procedures, the design of the project and the TMP, especially staging and traffic control systems, will be coordinated closely with the Caltrans District 3 TMP coordinator. TMP strategies that will be considered for the project include Construction Zone Enhanced Enforcement Patrol, lane closure, and maintaining traffic. Most of the construction will take place behind temporary K-railing with traffic attenuators placed as necessary	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	Compliance with Transportation Management Plan	

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Program	Standard for Success	Verification Date
Utilities and Service Systems					
U-1: During project construction, construction of utility crossings at intersections along SR 32 will be constructed on an as-needed basis for various utilities (such as water, wastewater, drainage, electrical, communications, telephone, gas, etc.), as determined to be needed in coordination with the various service providers. These utility crossings would "stud out' within the project limits on the north and south sides of SR 32.	City or Caltrans or designated contractor	Prior to and during construction	Periodic site inspection during construction	No disruption of utility services during and after construction	

NOTICE OF DETERMINATION

TO: [X] Office of Planning & Research
State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

[X] County Clerk
County of Butte
25 County Center Drive
Oroville, CA 95965

From: City of Chico Planning Office
P. O. Box 3420
Chico, CA 95927

FILED
JUL - 9 2010
CANDACE J. GRUBBS, BUTTE CO. CLERK
DEPUTY
C. WILDE

DATE RECEIVED FOR FILING_____

Posted _____ **through** _____
(Date) (Date)

Subject: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title: State Highway Route 32 Widening (City of Chico Capital Project No. 15010)
State Clearinghouse No. (if applicable): SCH # 2007022045
Lead Agency Contact: Tracy R. Bettencourt **Area Code/Telephone:** (530) 879-6903
General Project Location: Chico, Butte County

Location - Specific: Within the right-of-way of State Route (SR) 32 commencing at Highway 99 and terminating approximately 2.6 miles to the east, just past Yosemite Drive, in the City of Chico, Butte County

Description of Project: The proposal consists of the widening and improvement of approximately 2.6 miles of SR 32, beginning at SR 99 and extending east just past Yosemite Drive. The project involves widening the highway to include a landscaped timber barrier median and four lanes. The project includes open-graded asphalt concrete and an 8-foot-tall sound barrier along select rear yards of residential properties that abut SR 32. Additional landscaping, installation of traffic signals, and signal timing modifications are also proposed.

This is to advise that the City of Chico, as Lead Agency, approved the above described project on 7/6/2010 and has made the following determinations regarding the above described project:

1. The project will have a significant effect on the environment.
2. An Environmental Impact Report was prepared and certified for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made conditions of the approval for the project.
4. A mitigation monitoring program was adopted for this project.
5. A statement of Overriding Considerations was adopted for this project.
4. Findings were made pursuant to the provisions of CEQA Section 15091.

This is to certify that the Environmental Impact Report is available for public review at the City of Chico Municipal Building, 411 Main Street, 2nd Floor, Chico, CA 95928 and at the City's website utilizing the following link: http://www.ci.chico.ca.us/capital_project_services/SR32Widening.asp.

Signature: Tracy R Bettencourt Date: July 7, 2010 Title: Senior Planner
Tracy R. Bettencourt, AICP

RECEIVED
JUL 12 2010
STATE CLEARING HOUSE

DECLARATION OF FEES DUE
(California Fish and Game Code Section 711.4)

FOR CLERK USE ONLY

NAME AND ADDRESS OF LEAD AGENCY/APPLICANT:

City of Chico
P. O. Box 3420
Chico, CA 95927
(530) 879-6812

Project:: State Highway Route 32 Widening (City of Chico)
411 Main Street
Chico, CA 95927

FILING NO.

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:

1. *NOTICE OF EXEMPTION/STATEMENT OF EXEMPTION*
   - [ ] A. *Statutorily or Categorically Exempt*
     $50.00 Butte County Clerk's Filing Fee
   - [ ] B. *Fee Exemption Issued by Fish & Game (no effect on wildlife)*
     $50.00 Butte County Clerk's Filing Fee

2. *NOTICE OF DETERMINATION - FEE REQUIRED*
   - [ ] A. *Negative Declaration*
     $2010.25 State Filing Fee
     $50.00 Butte County Clerk's Filing Fee
   - [X] B. *Environmental Impact Report*
     $2,792.25 State Filing Fee
     $50.00 Butte County Clerk's Filing Fee

3. [ ] *OTHER (Specify) General Rule Exemption*
   $50.00 Butte County Clerk's Filing Fee

TWO COPIES OF THIS FORM MUST BE COMPLETED AND SUBMITTED WITH ALL ENVIRONMENTAL DOCUMENTS FILED WITH THE BUTTE COUNTY CLERK'S OFFICE.

ALL APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING ANY ENVIRONMENTAL DOCUMENTS WITH THE BUTTE COUNTY CLERK'S OFFICE.

THREE COPIES OF ALL NECESSARY DOCUMENTS ARE REQUIRED FOR FILING PURPOSES.

THE $50.00 HANDLING FEE IS REQUIRED PER FILING IN ADDITION TO THE FILING FEE SPECIFIED IN FISH AND GAME CODE SECTION 711.4(d).

MAKE CHECKS PAYABLE TO COUNTY OF BUTTE.

Clerk-Recorder's Department

County of

Butte

CANDACE J. GRUBBS

County Clerk-Recorder

1 ENVIRONMENTAL IMPACT REPOR	2792.25
1 FISH AND GAME CLERKS FEE	50.00
TOTAL	2842.25
CHECK 3928	2842.25
CHANGE	0.00
07/09/2010 12:41PM	201007090006S
CW	ECR-REC06

Thank You
Have a Nice Day!

Requested By:
city of chico

NOTICE OF DETERMINATION

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State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

[X] County Clerk
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25 County Center Drive
Oroville, CA 95965

From: City of Chico Planning Office
P. O. Box 3420
Chico, CA 95927

FILED
JUL - 9 2010
CANDACE J. GRUBBS, BUTTE CO. CLERK
DEPUTY
C. WILDE

DATE RECEIVED FOR FILING_____

Posted _____ **through** _____
(Date) (Date)

Subject: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title: **State Highway Route 32 Widening (City of Chico Capital Project No. 15010)**
State Clearinghouse No. (if applicable): SCH # 2007022045
Lead Agency Contact: Tracy R. Bettencourt **Area Code/Telephone:** (530) 879-6903
General Project Location: Chico, Butte County

Location - Specific: Within the right-of-way of State Route (SR) 32 commencing at Highway 99 and terminating approximately 2.6 miles to the east, just past Yosemite Drive, in the City of Chico, Butte County

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Signature: Tracy R Bettencourt Date: July 7, 2010 Title: Senior Planner
Tracy R. Bettencourt, AICP

DECLARATION OF FEES DUE
(California Fish and Game Code Section 711.4)

FOR CLERK USE ONLY

NAME AND ADDRESS OF LEAD AGENCY/APPLICANT:

City of Chico
P. O. Box 3420
Chico, CA 95927
(530) 879-6812

Project:: State Highway Route 32 Widening (City of Chico)
411 Main Street
Chico, CA 95927

FILING NO.

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:

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MAKE CHECKS PAYABLE TO COUNTY OF BUTTE.

Clerk-Recorder's Department

County of

Butte

CANDACE J. GRUBBS

County Clerk-Recorder

1 ENVIRONMENTAL IMPACT REPOR	2792.25
1 FISH AND GAME CLERKS FEE	50.00
TOTAL	**2842.25**
CHECK 3928	2842.25
CHANGE	0.00

07/09/2010 12:41PM 2010070900065
CW ECR-REC06

Thank You
Have a Nice Day!

Requested By:
city of chico